

NEW 1929

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China Mail

ESTABLISHED 1846

No. 26,058

HONG KONG, THURSDAY, DECEMBER 20, 1928. PRICE \$3.00 Per Month.



"Your Eyes Are Safe With Us."

LAZARUS

Hong Kong's Only European Optician.

We grind our own lenses. Accurate repair work, highest grade lenses, friendly, courteous service.

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RALPH A. COOPER, Registered Optometrist (Canada)

F.I.O. (London).

BRITAIN'S GESTURE

NATIONALIST GOVERNMENT RECOGNISED
CREDENTIALS TO BE PRESENTED

Sir Miles Lampson Signs the New Tariff Treaty

OTHER POWERS READY TO ACCEPT TERMS

Imply, Britain has "officially" recognised the National Government of China in being at Nanking. This morning, Sir Miles Lampson, K.C.M.G., C.B., M.V.O. (H.M.B.'s Envoy Extraordinary and Minister Plenipotentiary at Peking) is to present his credentials to Marshal Chiang Kai-shek who, as chairman of the State Council, occupies the position akin to that of President or Chief Executive.

Recognition was indicated at midnight last night when Sir Miles and China's Foreign Minister signed the new Tariff Treaty by which the principle of China's complete tariff autonomy is established, so far as Britain is concerned.

Similar Treaties with two other Powers were signed earlier in the evening. Two more are to be signed to-day. Then a long night's work will be rounded off by a ceremony at the State Council in which the British Minister is to take a leading part.

COMPLETE AUTONOMY

Nanking, To-day. The principle of complete Tariff autonomy in China.

The British delegates, Sir Miles Lampson (the Minister), Mr. H. H. Fox, C.M.G., F.R.G.S. (Commercial Counsellor), Mr. J. W. O. Davidson, O.B.E. (Chinese Secretary), and Mr. J. C. Sterndale Bennett, C.M.G., M.C. (Third Secretary), had an hour's session in connection with the new Tariff Treaty yesterday morning with Dr. C. T. Wang (the Foreign

Minister).

The actual signing by Sir Miles Lampson and Dr. Wang took place late in the evening.

The final ratifications will be exchanged in London.

Sir Miles Lampson's signature amounts to recognition of the National Government of China; and it is understood that he will be presenting his credentials to Marshal Chiang Kai-shek (as chairman of the State Council) this morning after which he leaves Pukow for Peking.—Reuter.

The Other Powers

A telegram despatched late last night read:

The Sino-Dutch Treaty was signed at nine o'clock to-night; the Sino-Portuguese at ten o'clock; and the British at midnight; it is expected that the Sino-French and Sino-Swedish will be signed to-morrow, as all five Ministers are due to leave for Peking on the afternoon of Dec. 20.

This is borne out by an earlier cable from Shanghai, quoting the Kuo Min news agency (a semi-official organisation) as follows:

The British, Portuguese and Dutch Ministers and the Swedish Charge d'Affaires have booked re

servations from Nanking to Peking, and are leaving Pukow on Dec. 20. There is good reason to believe that when a complete agreement was reached, Britain recognising, the be signed prior to their departure.



Dr. C. T. Wang

Minister, Mr. Chu Chang-nien (Counsellor of the Foreign Office) and two Foreign Office Secretaries, when a complete agreement was reached, Britain recognising, the be signed prior to their departure.



On Monday, in the course of his visit to Nanking for the purpose of holding the negotiations which have now concluded, Sir Miles Lampson was entertained at dinner by Madame Chiang Kai-shek, the "First Lady of China." Marshal Chiang Kai-shek (inset) and Dr. C. T. Wang were also present; states Reuter. Above, Madame Chiang is seen in her reception room, in a fashionable Chinese gown. Her maiden name is Mel-ling Soong. She is a sister of the Finance Minister (Mr. T. V. Soong) and is a graduate of an American girls' college.

ENGLAND WINS 2ND "TEST"

AUSSIES OUT 397
FIVE WICKETS TAKEN THIS MORNING FOR 58 RUNS

VICTORY BY EIGHT WICKETS

England's success in the second Test match was assured at Sydney to-day; Australia being dismissed, according to Reuter, for total of 397 runs. This left the visitors, with ten wickets in hand, but 14 runs to secure.

The end came very shortly after lunch, England losing two wickets for the requisite runs.

At the opening the attendance was meagre, there being but 2,000 spectators around the field.

Ryder Goes

Ryder, continuing the batting with Nottling, was soon dismissed, adding but two runs to his overnight score.

This 5th wicket partnership produced 99 runs in all. On a fast pitch, the Australian captain was caught by the English captain, fielding at forward leg, providing Larwood with his only wicket in the innings. The total was now 345 for 5.

Next in was Oldfield, the Australian stumper, who was dismissed for a duck, three runs having been added to the score. Six wickets thus fell for 348 runs. Oldfield stepped in front of a straight one from Tate.

Short Stand

Grimmett and Nottling added 22 runs for the 7th wicket, bringing the score to 370, of which Nottling claimed 44 (24 made this morning).

The latter was run out by a fine return by Hendren to Duckworth, the English stumper.

Blackie joined Grimmett and another short stand ensued until the latter was caught by Chapman off Geary for 18. Ironmonger, the last man in, went for a "duck," leaving Blackie with a total of 11 runs; The Innings' defeat was saved in the eighth wicket partnership.

Duckworth Hooted

There were 3,000 spectators when England's 2nd innings opened. Tate was out first, Geary next (played on).

Duckworth was hooted by the crowd when he went in to bat; because "the crowd," Reuter adds, "had not forgotten the Kippax incident." (What incident is referred to has not been stated nor previously referred to).

White made the winning hit, a two, after the score had been tied. Hendry took both wickets that fell.

Australia's Collapse

Australia's collapse, in a way, was remarkable. For the six wickets lost this morning only 68 runs were put on. The score shows that only three men—Woodfull, Hendry and "Skipper" Ryder—were able to do much to hold the fort. Up to the close of play yesterday they had made 299 runs, Ryder being still at bat, which means that the remaining five hitters were dismissed for a total of 98 runs, including the runs made to-day, the sixth day, by Ryder and Nottling.

Australia—1st Innings

W. M. Woodfull, l.b.w., b Geary 68
V. Y. Richardson, b Larwood 27
A. F. Kippax, b Geary 9

W. H. Ponsford, retired hurt 5
H. L. Hendry, b Geary 37
J. S. Ryder, l.b.w., b Geary 25

O. Nottling, b Larwood 3
W. A. Oldfield, not out 41
C. V. Grimmett, run out 9

D. D. J. Blackie, b Geary 8
H. Ironmonger, c Duckworth, b Larwood 1
Extras 16

BOWLING ANALYSIS

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D. D. J. Blackie, b Geary 8
H. Ironmonger, c Duckworth, b Larwood 1
Extras 16

England—1st Innings

J. B. Hobbs, c Oldfield, b

Grimmett 40

H. Sutcliffe, c Hendry, b

Ironmonger 11

England—2nd Innings

M. W. Tate, c sub, b Hendry 4

G. Geary, b Hendry 8

G. Duckworth, not out 2

J. C. White, not out 0

Extras 0

BOWLING ANALYSIS

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G. Geary, b Hendry 8

G. Duckworth, not out 2

J. C. White, not out 0

Extras 0

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TO LET.—Offices to be let in Queen's Road, Central. Apply to E. D. SASSOON & Co., Ltd., French Building.

TO BE LET

HOUSE at Broadwood Road—Two bedrooms and bathrooms—Two reception rooms—Garden and tennis court. Apply to Johnson, Stokes & Master, Prince's Building.

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YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

SATURDAY, 22nd December, 1928, commencing at 11 a.m. at their Sales Room, Duddell Street.

(for account of the concerned)

- 1 Case Fancy Worsted
- 2 Cases Wool Gabardines
- 1 Case Wool Herringbone
- 5 Cases Wool Coatings
- 1 Case Herringbone Coatings
- 2 Cases Sarrons
- 2 Bales Old Newspapers
- 2 Cases Mason's O. K. Pickle and

A Quantity of
MISCELLANEOUS GOODS

Terms—Cash on Delivery.

LAMMERT BROS., Auctioneers, Hong Kong, 20th Dec., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON

MONDAY, 24th December, 1928, at 11 o'clock a.m., at Holt's Wharf, Kowloon.

- 2 Cases Machinery
- 20 Steel Barrels

and

28 Iron Drums—Godown No. 25, Kowloon Godowns, Kowloon.

Terms—Cash on Delivery.

LAMMERT BROS., Auctioneers, Hong Kong, 20th Dec., 1928.

PHOTO-SUPPLIES

Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and
Enlarging.

ZIESS and BUSCH
FIELD GLASSES

Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.

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26a, Des Voeux Road C., Hong Kong.

NOTICE
TO SHIPOWNERS,
MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call:
K.661—No. 2, Saigon Street, Yaumati or
C.2560—No. 36, Tung Man Street.

NOTICES.

NOTICE.

GRADUATES of the University of Hong Kong who are at present resident in the Colony and who wish to attend the Congregation are requested to send their names and addresses to the Registrar as soon as practicable.

W. B. FINNIGAN,
Registrar.
19th December, 1928.

THE HONG KONG JOCKEY CLUB

ANNUAL RACE MEETING.

25th, 26th, 27th February and
2nd March, 1929.

RAFT PROGRAMME and ENTRY FORMS are now ready and may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Hong Kong, 18th Dec., 1928.

FANLING HUNT.

ALL ROUND FIXTURES are cancelled until further notice owing to an outbreak of diphtheria.

The Meet on SUNDAY, 23rd instant will be at the Hunters Arms at 11 a.m. and will take the form of a "Cross-Country Scramble."

FANLING HUNT

Steeplechases.

SATURDAY, 22nd December.
First Race 3 p.m.

Admission to Public Enclosure
\$1.00

(Soldiers and Sailors in uniform
half price).

Cars parked on course \$10.00 each.

Special train leaves Kowloon
1.50 p.m.

Returns 5.40 p.m.

First class return fare including
admission to Public Enclosure
\$2.00.

Free parking for cars.

HONG KONG GENERAL
CHAMBER OF COMMERCE
(In Voluntary Liquidation.)

AT AN EXTRAORDINARY
GENERAL MEETING of the
above-named Association held on
14th December, 1928, it was resolved
that the Association be wound
up and that John Fleming and
Archibald Ritchie, Chartered Accountants, be appointed liquidators.

Notice is hereby given that
Creditors of the Hong Kong General
Chamber of Commerce are re-
quired on or before the 31st day
of December, 1928, to send in par-
ticulars of their debts and claims,

if any, to the undersigned at Char-
tered Bank Building, Victoria,
Hong Kong, when claims admitted
will be paid in full.

Dated this 15th day of Decem-
ber, 1928.

JOHN FLEMING,
A. RITCHIE,
Liquidators.

PUBLIC AUCTION.

G. B.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction
to be held on MONDAY, the
24th day of December, 1928, at
3 p.m., at the Offices of the

Public Works Department, by
Order of His Excellency the Governor,

of one Lot of Crown Land
at Shamshui Po, in the Colony

of Hong Kong, for a term of
75 years, commencing from 1st

July, 1898, with the option of
renewal at a Crown Rent to be fixed

by the Surveyor of His Majesty the
King, for one further term of 24

years less three days.

PARTICULARS OF THE LOT.

| No. of Sale. | Boundary Measurements. | Contents Sq. Yds. | Annual Rent. | Open Price. |
|---|--|----------------------|--------------|-------------|
| | | | | |
| 1 New Kowloon Island Lot No. 112. | 1. A portion of Tung Chung Street, and Tung Chung Road, Shamshui Po. | 20,000 | £25 | |

As per sale plan.

PETITION TO GOVT.

(Continued from Page 2.)

transfer specifying the securities and executed by the registered holder, but in blank as to the date and the name of the transferee. Such a transaction constitutes an equitable mortgage.

If the registered holder of securities gives a blank form of transfer, together with the certificates for the shares, to a creditor by way of security, he thereby conveys upon him authority to complete his security by filling up the transfer and obtaining registration.

(Halsbury's Laws of England, Vol. 27, para 483 and 484, pp. 236 and 237.)

"(4) Where a person having contracted for the purchase of any property, but not having obtained a conveyance thereof, contracts to sell the same to any other person, and the property is in consequence conveyed immediately to the sub-purchaser, the conveyance is to be charged with ad valorem duty in respect of the consideration moving from the sub-purchaser."

11. That the Bill seeks to prevent any transaction or dealing in shares unless the same is followed by a formal registration with the Company; in other words, it seeks to abolish the universally recognised and long established practice "Blank Transfer."

12. That upon the receipt of an application for transfer, the registering Company has certain duties to perform in ascertaining that the transfer is valid.

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18. That, at present, when registration of transfer is optional and not compulsory, the period taken to perfect a registration varies with different companies from a couple of days to one week or even longer. It would, however, be reasonable to consider the matter. Usually the directors notify to the registered holder that a transfer has been lodged for registration. If the registered holder does not reply to such a notification and a forged transfer is registered, he is not stopped from having the registration rectified by substituting his name for that of the transferee.

(Halsbury's Laws of England, Vol. 5, page 198.)

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DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0
LONDON £80.0.0.

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OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.
S.S. "VENEZIA" Sails hence on/or about 3rd Jan.
S.S. "TIMAVO" Sails hence on/or about 22nd Jan.
M.V. "REMO" Sails hence on/or about 31st Jan.

HOMEBWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M.V. "ROMOLO" Sails hence on/or about 8th Jan.
S.S. "VENEZIA" Sails hence on/or about 5th Feb.
S.S. "TIMAVO" Sails hence on/or about 22nd Feb.

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Regular Passenger and Cargo Service to South African Ports.
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Telephone Central 1030.

N.Y.K LINE

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£120, £112, £110, £102, £83, via San Francisco.

GS440, GS420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU Wednesday, 23rd January.

KOREA MARU Wednesday, 6th February.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

KATORI MARU Saturday, 29th December.

ATSUTA MARU Saturday, 12th January.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 23rd January.

MISHIMA MARU Wednesday, 20th February.

BOMBAY via Singapore, Penang, & Colombo.

† NAGATO MARU Thursday, 27th December.

† YAMAGATA MARU Sunday, 30th December.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

ANYO MARU Friday, 1st February.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAMAKURA MARU Saturday, 5th January.

NEW YORK via PANAMA.

† TAKAOKA MARU Monday, 31st December.

† TATSUNO MARU Saturday, 10th January.

LIVERPOOL via Port Said, Geneva, Marseilles.

† DAKAR MARU Sunday, 23rd December.

CALCUTTA via Singapore, Penang & Rangoon.

† RANGOON MARU Saturday, 29th December.

† GENOA MARU Sunday, 6th January.

SHANGHAI, KOBE & YOKOHAMA.

† HAKODATE MARU (Kobe direct) Friday, 21st December.

† DELAGOA MARU Monday, 24th December.

HAKONE MARU Monday, 24th December.

† MITO MARU Wednesday, 26th December.

† Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

ALTAI MARU Monday, 7th January.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore

Colombo, Durban & Cape Town.

MANILA MARU Saturday, 29th December.

BOMBAY—Via Singapore & Colombo.

SHUNYO MARU Thursday, 3rd January.

(Calls at Penang & Xiamen).

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR

& MOMBASA—Via Singapore & Colombo.

MEXICO MARU Sunday, 5th January.

CALCUTTA—Via Singapore, Penang & Rangoon.

† TACOMA MARU Monday, 31st December.

(Calls at Belawan Deli).

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports From

Shanghai.

MELBOURNE—Via Manila, Brisbane & Sydney.

SATIGON—Via Holkow.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAVANA MARU Sunday, 6th January.

JAPAN PORTS.

SEATTLE MARU Sunday, 23rd December.

HAVANA MARU Sunday, 6th January.

KEELUNG—Via SWATOW & AMOY.

CANTON MARU Sunday, 23rd December Noon.

HOZAN MARU Sunday, 30th December Noon.

TARAO—Via SWATOW & AMOY.

DELI MARU Thursday, 27th December 10 a.m.

TARAO—Via KEELUNG.

BATAVIA MARU Thursday, 20th December.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4088, 4089, 4090.

M. TAKEUCHI, Manager.

PETITION TO GOVT.

(Continued from Page 3.)

(2) Suppose, further, that B, a month later, has to make a business trip to Canton. Before he leaves, he would naturally entrust his marketable securities to the custody of his partner or some responsible agent. Suppose that, during B's absence, A, for pressing business reasons, desires to sell out the shares.

How would A complete the proposed transaction and obtain a "re-conveyance" from B, who is absent?

(3) In some well-known companies the shares of which are regarded as first-class investment, the directors exercise a very strict discretion as to not allowing more than a certain number of shares to be registered in the name of a person. At present anyone wishing to buy shares in such a company, but for reasons indicated above, is unable to obtain a registration of such shares in his name, adopts the expedient of having the shares transferred in the name of a trusted nominee who hands back to such a person the scrip together with a blank transfer. How can such a person now invest his money in such shares?

(4) Frequently shareholders who are desirous of having someone to be on the Board of Directors to represent and look after their interest lend shares to such a person to enable him to have the necessary qualification shares as a director. In such cases the usual procedure is for the shareholders to transfer the necessary shares into the name of the proposed director who hands back the scrips together with blank transfers to the true owners. How would such shareholders carry out such an arrangement under the new provisions?

(5) Loans are frequently obtained on the security of partly paid-up shares under the existing practice of blank transfer, when lenders are satisfied with the temporary financial position of the company, and are not themselves subject to any risk of future calls. They would not lend if the shares had to be transferred into their names.

No Substantial Evasion

15. That, indeed, Your Petitioners submit that the manifold and well-nigh insuperable difficulties in the way of compliance with the suggested provisions, having regard, on the one hand, to the time which the registering company must necessarily take, in ascertaining the genuineness of the transferor's signature, in making enquiries from the transferor so as to obviate the risk of fraud or forgery, and in generally perfecting the transfer, and, on the other hand, to the frequency, urgency and multiplicity of everyday commercial, business, and friendly transactions are too obvious to be laboured by Your Petitioners.

16. That Your Petitioners humbly suggest that, as regards imposts such as Estate Duties, the possibility of their evasion must inevitably increase in proportion to the degree of what Your Petitioners may loosely describe as "negotiability" possessed by the property which it is sought to tax. For instance, Your Petitioners venture to think that there is no property which is more susceptible of evasion than bank notes and Currency, and yet would anyone suggest that the negotiability of bank notes and Currency should be destroyed, or even impaired, for the sake of preventing the evasion of Death Duties?

17. That the proposed legislation will fundamentally affect the proprietary interest of shareholders. It will prevent such shareholders from exercising their vested and legitimate rights of dealing with their own properties in the way they please. It will, in short, entail consequences on shares which can fairly be described as revolutionary in their effect and disastrous in their operation. And it will, finally, necessitate the creation by the Executive, for the purpose of carrying out its provisions, of two entirely new, privileged and arbitrary classes of persons, i.e., "Authorised Bankers" and "Authorised Dealers."

18. That, entirely apart from, and irrespective of, the practical difficulties referred to above, Your Petitioners humbly but earnestly submit that such legislation cannot be supported unless an overwhelming case of necessity, and in the interests of the well-being of the community as a whole, could be made out by the Government. Your Petitioners humbly submit that mere evasion of Duties emphatically cannot constitute such a case, for it should be the duty of the Government to devise some

means, in accordance with constitutional principles, to prevent such evasion, without resorting to the simple but unfair expedient of punishing the innocent with the guilty.

19. That Your Petitioners submit that, in fact and in truth, there is no substantial evasion of Duties in either case, and beg leave to deal with each case in turn.

Estate Duties

(1) That Shares, belonging to a deceased person, which were his at the time of his death, and although accompanied by blank transfers signed before his death, of course constitute "property" of which the deceased was at the time of his death competent to dispose of and are liable as such to Estate Duty (Estate Duty Ordinance, 1915, section 5 (1)).

(2) That whatever might have been the practice in the past, Your Petitioners understand that the practice is, and has for some time been, for the Estate Duty Commissioner to notify all the local companies of the death of any person, representation to whose estate is being applied for.

(3) That in any case such a practice could easily be introduced. Under such a practice, on receipt of such a notification, the company concerned would inform the Estate Duty Commissioner of any transfers which had already taken place, and such company would hold up any application for transfer sent in subsequent to the notification, until the Estate Duty Commissioner had been communicated with and his sanction had been obtained.

(4) That Your Petitioners understand the following cases are merely examples of numerous similar cases within the experience of local legal practitioners:

(a) A well-known Chinese gentleman, a few months prior to his death, took out from his bank some "Union" shares which he sold to meet some business obligations. The purchaser took possession of the scrips and blank transfers, but did not send them to the Company for registration until some time after the seller's death. What happened? The transfer was held up: it was only after the Estate Duty Commissioner had been completely satisfied by the clearest evidence of the bona fide sale prior to the seller's death; and that the shares were accordingly not liable to duty, that the purchaser could perfect his registration.

(b) Another Chinese gentleman, who had purchased certain shares and had them transferred to his name, sold them years before his death. He died insolvent. There was no "estate" to be administered, and no application for legal representation to his estate was necessary. Before the true owner could effect the necessary transfer, the Estate Duty Commissioner had to be similarly satisfied.

(5) That this is the position recognised and acted upon in the following quotation:

"That transfer, in the case of a purchase on a Stock Exchange, contains the price payable by the ultimate purchaser. Where the transaction has passed through intermediate purchasers, this price may differ from that to be received by the transferor, and a note to this effect is to be found upon most forms of transfer used by stockbrokers. Where this

is the case, the stamp on the transfer is payable in respect of the complete "conveyance," not in respect of any intermediate dealings with the mere right of ultimately calling for the completion of the transfer by the ultimate purchaser or other party entitled, e.g. a mortgagee.

(6) That this is the position recognised and acted upon in the following quotation:

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is the case, the stamp on the transfer is payable in respect of the complete "conveyance," not in respect of any intermediate dealings with the mere right of ultimately calling for the completion of the transfer by the ultimate purchaser or other party entitled, e.g. a mortgagee.

(7) That having made their humble submissions that the proposed legislation cannot be justified by the plea of preventing the evasion of Duties, even if such evasion in fact exists, but that, in practice, there is, and can be, no substantial evasion of Estate Duties. Your Petitioners beg leave to deal with the other avowed object of the Bill, namely the prevention of the evasion of Stamp Duties.

(8) That having made their humble submissions that the proposed legislation cannot be justified by the plea of preventing the evasion of Duties, even if such evasion in fact exists, but that, in practice, there is, and can be, no substantial evasion of Estate Duties. Your Petitioners beg leave to deal with the other avowed object of the Bill, namely the prevention of the evasion of Stamp Duties.

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(13) That having made their humble submissions that the proposed legislation cannot be justified by the plea of preventing the evasion of Duties, even if such

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| MOREA | 10,053 | 4th Jan. | Shin, Moji, Kobe & Yokohama. |
| KIDDERPORE | 6,334 | 7th Jan. | Moji & Kobe. |
| ARAFURA | 6,000 | 8th Jan. | Moji, Kobe, Osaka & Yokohama. |
| TILAWA | 10,005 | 13th Jan. | Amoy, Shin, Moji, Kobe & Osaka. |
| KASIGAR | 9,005 | 18th Jan. | Shin, Moji, Kobe & Yokohama. |
| PADUA | 5,907 | 18th Jan. | Shin, Moji, Kobe & Yokohama. |
| TAKIWA | 7,936 | 20th Jan. | Amoy, Moji, Kobe & Osaka. |
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CRIMINAL CASES

TWO PIRACY CHARGES TO BE DEALT WITH

Two piracy cases in the December Criminal Sessions calendar have been adjourned to Dec. 28.

One man stands charged in connection with the "Anking" affair in which two British officers and a Chinese quartermaster lost their lives. There are two counts in the indictment, one of "ordinary piracy" and the other of piracy with endangering life. This case has been adjourned to enable the officers of the "Anking" to give evidence.

In the other case, accused is charged with piracy on a fishing boat. Mr. C. G. Alabaster, O.B.E., K.C., has been retained for the defence. As was outlined by Mr. Somerset Fitzroy (assistant Attorney-General) yesterday, a plea of autrefois acquit is being raised and the adjournment has been ordered in order to enable the defence to obtain evidence that accused has been tried in Chinese territory, for the same offence, under the Chinese law, and that, therefore, he should not be tried again here.

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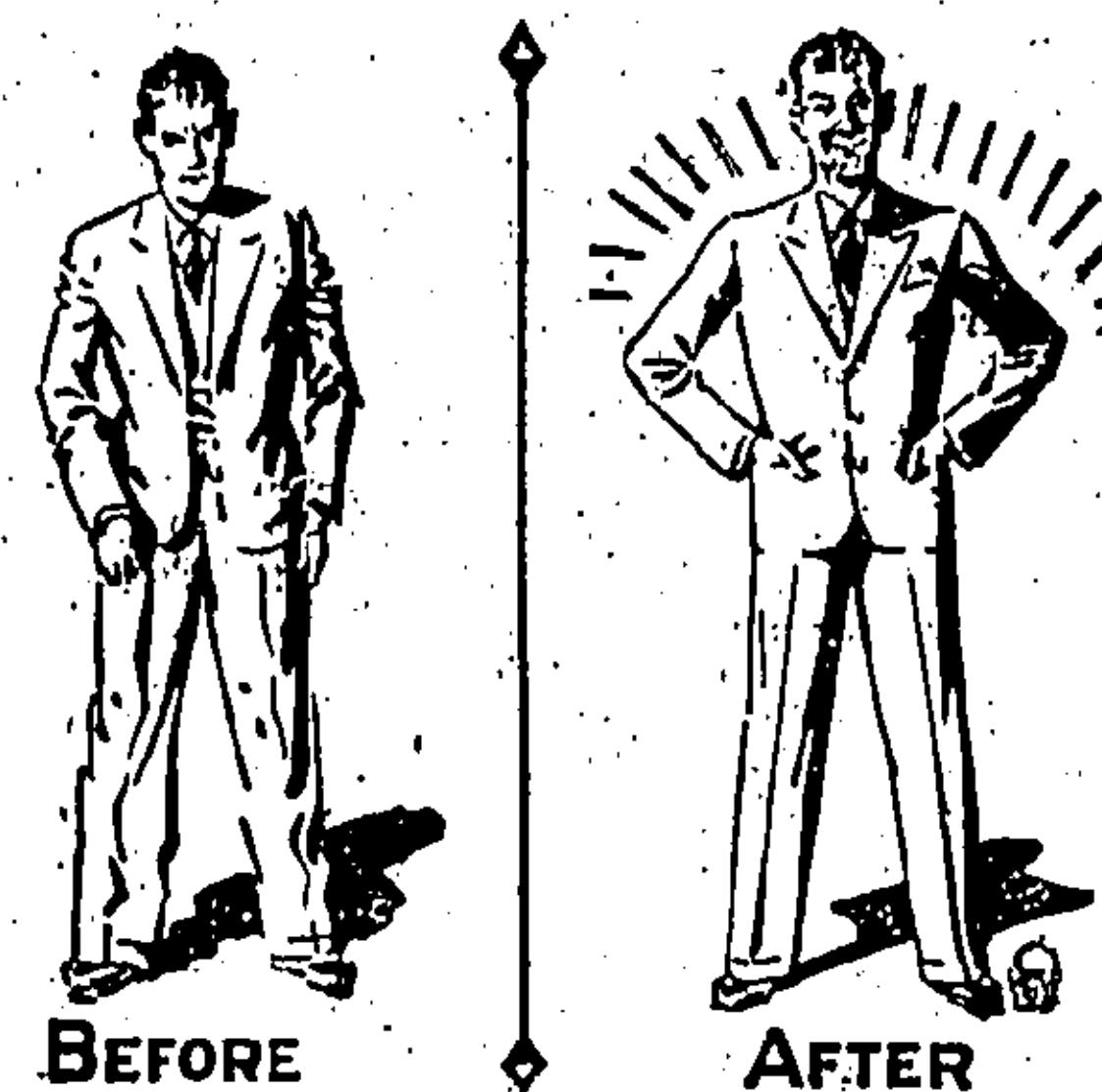
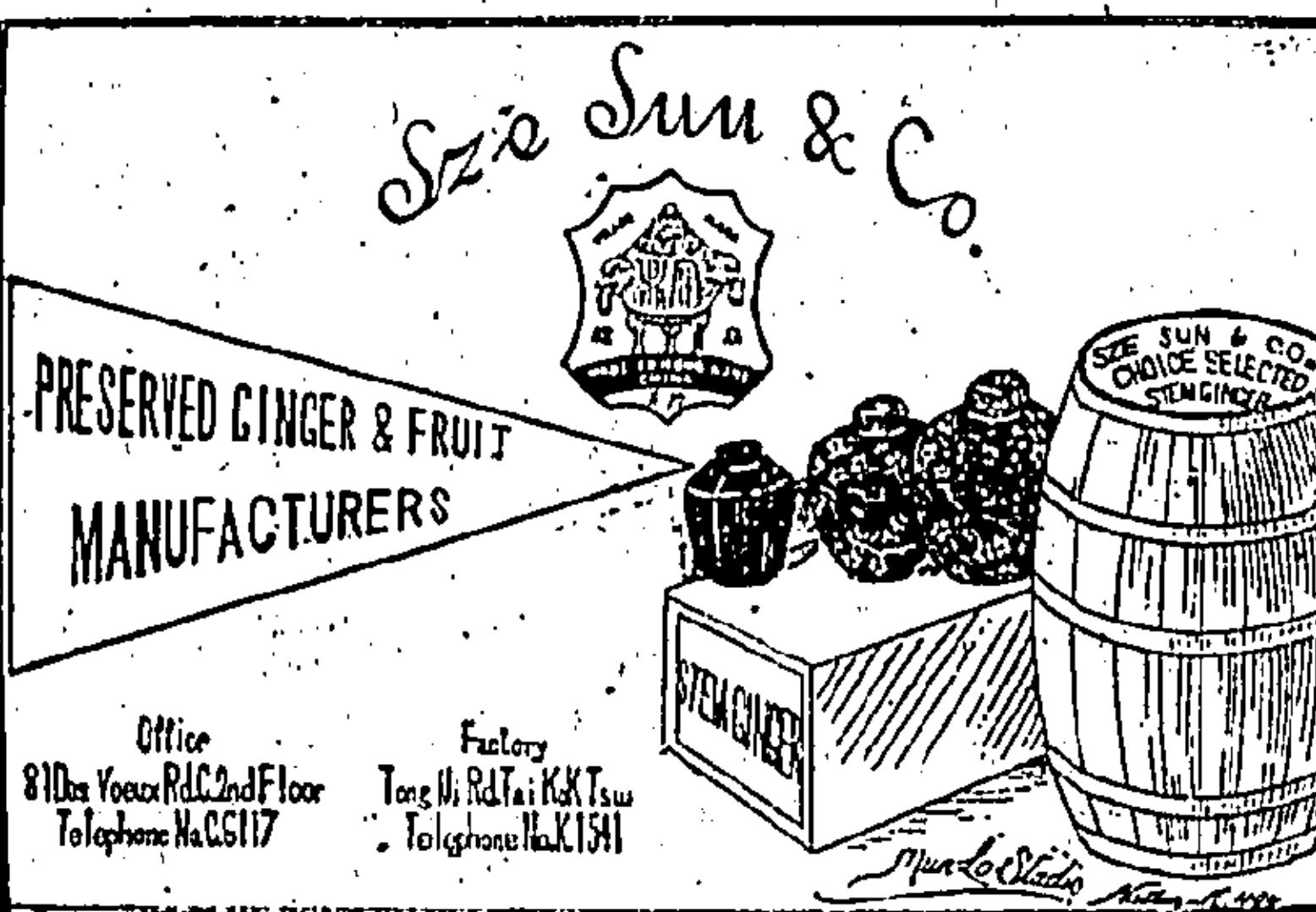
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Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES:
Office Central 22.
Editorial Central 441.
Cable Address: Mail, Hongkong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Offices:—The Far Eastern Advertising Agency (London) Ltd., 35-36, Southampton Street, Strand, W.C.2.

Hong Kong, Thursday, Dec. 20, 1928.

OUR GLORIOUS GAME

Once again has the game of cricket justified itself; once again has its "glorious uncertainty" been asserted, and Britons all over the world are marvelling at the almost-wondrous exhibition provided by Ryder's merry men at Sydney. When the word came through that England had won so easily the first Test match, and then when we heard that Australia, in the first innings of the second encounter, had put up a meagre two hundred and odd runs, the general opinion was that it was all over bar the shouting. Woodfull and Hendry, yesterday, put a different complexion upon the game. Both scored centuries and, at the tea interval, although the latter had fallen to a straight but intercepting delivery from our own Maurice Tate, they had compiled, between them, very few runs less than their whole side was able to put together in the first knock-up. Thus was Australia relieved from the slough of despond. At this juncture, apart from what ever happened afterwards, the homeside at Sydney had a sporting chance. That is the fun of cricket.

Having progressed as far as the middle of the Second Test, we are able, in a degree, to gauge the values of the respective sides. On the face of it, England has sent to the Antipodes a sterling team and one above the collective worth of many that have gone in the past. Truly so, but one should hesitate to weigh England's merits against Australia's misfortunes. In the first Test, it

must be remembered, our cousins were deprived of the assistance of two remarkable players, one being their national idol, to wit, "Jack" Gregory, of bowling fame. And in the match now in play, the best of fortune has not attended them. England's victory, however, at the first meeting, was a clear-cut one, and nobody would wish to deprive them of any of its fruits.

The second Test, at the time of writing, is in an interesting stage. If Australia wins, a lovely fight is before us. If England wins—and the portends are in her favour—we have the satisfaction of knowing that the land of Victor Trumper, C. G. Macartney, Warren Bardsley and W. W. Armstrong, to mention but a few of the stalwarts, is not, so far as cricket is concerned, played out. Woodfull and Hendry, yesterday, proved this. Of the records established in the course of the present tour it is too early to write. The one revolving around the highest single innings aggregate, England's magnificent six hundred and thirty-six runs, may yet, according to the standard of batsmanship so far seen, be surpassed. Be this as it may, our wonderful game, thanks to yesterday's happenings on the sun-baked pitch at Sydney, continues to hold its own in the hearts of all of us. England has won, but the glorious uncertainty of the game remains.

Signor Mussolini

Of Italy's dictator, the many-portfolioed Mussolini, it may be said with truth that there is no man in the world who is arousing more attention. And with equal truth it may be averred that no statement could please Signor Mussolini more than this. He likes to regard himself as a sort of Napoleon—only *il duce*, is, of course, much more versatile than Bonaparte ever was. But, very little, grows around where Mussolini is to be found; and indeed he needs to be something in the nature of a hustler, for a man who holds six offices of State, to say nothing of being *il duce* and the Premier combined, does not require to look around long to find something to do. Mussolini, it seems, the Minister of Foreign Affairs, or the Interior of War and of the Navy. He is also the head of other Ministries that need not be specified. How it comes about that Italy tolerates such a state of affairs is mysterious enough, even more so than that any one man should imagine himself capable of conducting efficiently anything approaching the enormous amount of work involved in being the head of so many ministries. Mussolini is generally regarded as a White House wedding was in prospect.

"Yes? It seems to be" was her blushing reply. In 1905 Mr. Coolidge married Miss Grace A. Goodhue, a school teacher of Burlington, Vermont. They had two sons, John and Calvin, but the second had died in 1924 at the age of 26 from blood poisoning. Mr. John Coolidge is 21 years of age.

who may yet attempt to set forth upon even more grandiose schemes than he has so far tried. That he has proved himself to be a patriot is certain, but it is very probable that in his endeavours to further his country's interests and his own he may do much more harm than good. His career is very well worth watching.

The spiritually minded minorities are more spiritual to-day, and that in a deeper sense than ever before. And from the point of view of the future these spiritually minded minorities count more than any minorities have even counted in the past. About a hundred years ago William Blake wrote: "The fool shall never enter into Heaven, he'll be ever so holy." On the material plane the new age must achieve realisation on the spiritual plane as well. This is the great task which all of us who feel the call of the spirit within us must carry out." *New York Times.*

University graduates who wish to attend the forthcoming congregation are requested to communicate with the Registrar as soon as practicable.

We are in receipt of a very attractive calendar from Messrs. Reiss, Massey and Co., Ltd., sole distributors in Hong Kong and South China for the Westinghouse Electric International Co.

Mr. M. H. Chow, secretary of the Tam Yuen Club of No. 35 Queen's-road Central, reported that on December 8, his "boy" name Wu Hing, collected a sum of \$250 from various members of the club and absconded.

The P. and O. and British India Steam Navigation Companies have issued an attractive wall calendar for 1929 picturing the Thames at Grays, with the new P. and O. s.s. "Viceroy of India" and the E.I. s.s. "Manela," together with a handy diary and almanack, replete with maps and useful shipping and travel information.

SERIOUS CHARGE

ALLEGED OBSTRUCTION OF REVENUE OFFICER

CASE AGAIN ADJOURNED

The case in which Mr. Soo Shiu-kee, a member of a well-known local Chinese family, was charged with being in possession of two rounds of ammunition and with obstructing a Chinese Revenue Officer in the execution of his duty, was resumed at the Central Magistracy yesterday and again adjourned.

Mr. M. K. Lo appeared for the defence.

Mr. B. C. K. Hawkins, of the Imports and Exports Office, watched the case in view of an allegation made by the defendant. The case was again adjourned.

"INSULTED"

FALKLAND ISLANDERS AND THE BATTLE FILM

Mr. Arnold Hodson, Governor of the Falkland Islands, South Atlantic, at a luncheon at the Royal Empire Society at Cannon-street Hotel, E.C., recently said:

The people I govern are all Scottish, most of them from the Highlands. That shows you it is a good country, as no Scotsman would live in a bad country.

Nothing touches the inhabitants so much as ridicule, and their grievance is that the film of the Battle of the Falkland Islands ridiculed and caricatured their volunteer corps.

Our volunteers are all men of good physique who wear the King's uniform, and in that film they are made to appear ridiculous, to make people laugh.

I know of girls from the islands who have seen the film in London and have gone away weeping. It is time there was a censor who would show that our colonies are not to be insulted.

A PRESIDENT'S SON

ENGAGEMENT ANNOUNCED

New Orleans.—Mr. Trumbell, of Connecticut, one of those attending the Governors' Conference here, has with him his daughter Alice, who has been long reported to entertain an attachment towards Mr. John Coolidge, the President's son.

While her father has been discussing with the other Governors problems of taxation, etc., Miss Trumbell has been interviewed by newspaper representatives. She admitted her engagement to young Coolidge, but denied that a White House wedding was in prospect.

"Has there been any formal

SORDID CASE

INDIAN CONSTABLE CHARGED WITH RAPE

"NOT GUILTY"

Moizw Khan, an Indian constable stationed at Ngau-shi-wan, was yesterday afternoon acquitted of a charge of alleged rape against a 19-year-old Chinese girl. On the direction of His Lordship the Chief Justice (Sir Henry Gollan, K.C.) who stated that there was no case to go before them, the jury returned a verdict of "not guilty."

Dr. I. Newton, medical officer of the Kowloon Hospital, deposed to examining the girl. He found no marks of violence on her body. The marks found would be compatible with the girl having been a consenting party. She seemed to be of a very low order of intelligence.

For the Defence

Evidence for the defence was given by Suleiman, Indian constable B643 was with the accused at the time of the alleged offence. The accused took the girl by the hand, and they both disappeared off the path. The girl did not struggle or cry out. She was not dragged off the path, but walked away with the accused.

Mr. Leo d'Almada, jun., for the defence, submitted that he had no case to answer. He pointed out that the evidence given by Doctor Newton was just as consistent with consent as without. That evidence did not in any way imply an assault on the girl. Also, there were no marks of violence on her body.

Further, the evidence of Suleiman went to show that the act was not committed against her consent. Counsel submitted that there was no evidence to show that the girl did not consent.

After some discussion as to the girl's mentality, in which Mr. d'Almada contended that although her mental development had been arrested, it was arrested at such a point when she had already attained the faculty of differentiating between right and wrong. His Lordship addressed the jury.

His Lordship said that he could not see that there was any evidence at all on which he could direct the jury to hold that the act took place without the girl's consent.

If the girl had been so imbecile that she did not know what she was doing, did not know the difference between proper and improper conduct, and was incapable of exercising her own judgment at all, then there would have been a case against the prisoner, because one who had no control over judgment could not be held to give consent.

His Lordship continued that he had come to the conclusion it was impossible to get evidence from the girl. But the course of her life and conduct went to show that she was not an imbecile as far as he could see; to the extent to which she must be imbecile in order to hold her to be without judgment or knowledge of right and wrong.

It was, therefore, his duty under the circumstances, to say that there was no case to go before the jury and they must return a verdict of "Not Guilty."

After a brief consultation, the jury returned the required verdict.

"A Vey Bad Case"

Addressing Inspector Phillips, Sir Henry Gollan said: "I should like you to call the attention of the Captain Superintendent of Police to the facts of this case. I think it is a very bad case indeed, and I think that the prisoner has behaved, on the admitted facts, very disgracefully."

Speaking to the witness Suleiman, his Lordship said, "Your behaviour has been truly disgraceful, too. You stood by and did nothing while the prisoner took this girl away. I don't believe the story that you have told. You are an utter disgrace to the police force to which you belong and the sooner you are out of it the better."

After his Lordship had remarked that it was a very sad case, but they could do nothing more, the prisoner was discharged.

She: "Let's go, dear. I can't stand that actor. He's such a conceited fellow."

He: "Conceited! I should like to be. Why, every time he hears a clapping of thunder at home he runs to the window and bows."

She: "It would be nice to have a notice that on the following day he would lecture on 'Our Eyes, and How We See Through Them.'

Shorty afterwards he was astounded to find an alternative title written underneath: "Our Pupils, and How They See Through Us."

It was the novice's first visit to the football match and he was asking his friend a lot of questions about the game.

"Does that man standing under the bar get £8 a week as well?" he inquired.

"Oh yes," replied the friend. "You surprise me," said the novice. "Surely it would be cheaper to board the space up and let it out for advertisements."

The Inspector was coming to Micky's school; and when nine o'clock came Micky's knees were knocking together. When the great man came in he seemed to fix his eyes on Micky, and he shouted, "Boy, where is Asia Minor?"

Micky replied with a shaky voice, "Ah don't know, but ah saw 'em. Brown stuffin' something in his pocket."

ANNUAL PRIZES

DISTRIBUTED AT KOWLOON BRITISH SCHOOL

REPORT AND PRIZE LIST

The annual prize distribution of the Kowloon British School took place at Gun Club Hill, Kowloon, this morning.

Mrs. R. M. Dyer gave away the awards to the successful students in the presence of a large gathering of parents and friends, including Mr. A. E. Wood, Director of Education, and Mr. E. Ralphs, Inspector of Schools.

The proceedings opened with an enjoyable programme of entertainment, to which the children of every class contributed. The performance, which was in the open, was well received by the attendance, and every item was deservedly applauded. It was a "show" which reflected credit on the little performers and their teachers.

For Mrs. Dyer

After the distribution of prizes, three hearty cheers and a "tiger" were given for Mrs. Dyer, after which Mr. Wood, on behalf of those present expressed thanks for the splendid entertainment provided, and also proposed a vote of thanks to Mrs. Dyer for kindly consenting to give away the prizes.

Mrs. Dyer, who was presented with a beautiful bouquet of flowers, also expressed thanks for the fine entertainment provided, and wished all the children a very happy Christmas and New Year. Take in Report and Prize List Kowloon Junior School

Miss M. Cooper, M.A., the headmistress, read the school report as follows:-

The attendance has been well maintained throughout the year. Last year our average attendance was 83 and this year it is 84. The highest recorded attendance was 99. Miss Grant returned from leave in January, and Mrs. Langley was transferred to King's College. In the same month, Miss Dyer, who had also been on leave, resumed work here in place of Miss Jaques. Miss George came on the Staff again in March after a holiday in England. Mrs. Lyal went home in April, and Mrs. Hooper took over her work in Class 9. Mrs. Rundle returned to England in June and Mrs. Heath was appointed to Class 10. Mrs. Hooper resigned in September and Mrs. Johnston took her place in Class 9.

Health

We had several cases of Whooping Cough early in the year otherwise, the general health was good. Dr. Stanciff, the Acting Medical Officer for Schools, inspected the new entrants and the "special" cases in March. Her report was satisfactory, except that a number of children were found to have defective teeth. The parents were notified when a visit to the Doctor or Dentist was considered necessary. Notwithstanding, on re-inspection it was found that only a few had their teeth attended to.

Mr. Ralphs and Mr. Sutherland visited us during the year and inspected the work done in the school.

School Buildings

The P.W.D. finished the additional lavatory accommodation and put up two extra wash-hand basins in the play-ground.

The premises of this school, as you are no doubt aware, are Military property and, owing to the requirements of the Military Authorities, the Hong Kong Government lease of them will terminate at the end of January 1929. Excellent arrangements are in hand for the transfer of the Kowloon Junior School to "Parkside" as from February 1, and I think it will be found that we shall not be losers by this move.

The results of the Royal Drawing Society's examination held in June last are as follows:-

Division 1.—Three entered, three passed with Honours.

Preparatory Division.—Sixteen entered, sixteen passed, fourteen with Honours. Eleven pupils have qualified to pass on to the Central British School on the results of the annual examination held this month.

Again we must thank the Kowloon Dock Company for the use of flags, and Mr. Jenner for the trouble he has taken in arranging them so effectively. Our thanks are also due to Mr. Johnston for the use of chairs and Mrs. Goldenberg for donations of prizes.

In conclusion, I cannot express sufficiently my gratitude to the Staff for the efficient work they have done during the year, and for their unwavering loyalty and support.

The prize winners were as follows:-

Class 7.—1st girl and form scholarship, Alice Black; 1st boy Harry Murgatroyd; general progress, Edna Phillips, Victor Bond; Jan Kempton; drawing prizes, Harry Murgatroyd, Robert Provan; special prize for attendance, Alice Black.

Class 8.—1st girl, Muriel McCarf; 1st boy and scholarship, Peter Clark; general progress, Betty Crouch; general progress, Harry Murgatroyd, Robert Provan; special prize for attendance, Alice Black.

BRANCH COUNCILS
CONSIDERED BY MEETING AT NANKING

ABOLITION QUESTION

Shanghai, To-day. It is reliably reported that the question of enforcing the decision reached at the fifth plenary session of the Nationalist Party held in August, to abolish the branches of the Political Council on Jan. 1, 1929, will be brought up at a meeting to-day of the Central Executive Committee of the Nationalist Party.

Such is likely to result in a heated discussion, a number of influential leaders maintaining that unification of the country is impossible unless the branch Councils are abolished; while there is very strong opposition to abolition shown by other influential leaders who are unwilling to sacrifice the power and rights at present held by the branch Councils.

Avoiding Friction?

It is possible that the "opposition" will be able to force, in any case, a postponement of the carrying out of the fifth plenary session's decision.

In this connection it is noteworthy that Mr. Chang Ching-kiung, General Tai Yen-kai, and Mr. Chu Ming-yi, who are among the most prominent members of the Central Executive Committee, and Mr. Hsien Tu-pih (Minister for Health), who are believed not to favour abolition of the branch Councils, arrived here from Nanking this morning and will therefore, not be present at to-day's meeting of the Central Executive Committee.—Reuter.

GERMANY'S AGREEMENTS

Berlin, Yesterday. The Reichsrat has ratified the Trade and Shipping Agreement with the Union of South Africa and the Trade Agreements with China, Panama, the Arbitration Treaty with the United States and the International Convention on the Abolition of Slavery.—Reuter.

U.S. SECURITIES

New York, Yesterday. The Produce Exchange has inaugurated a department for trading in securities and exchange to deal with about 250 securities most of which have been previously bought and sold over the counter.—Reuter's American's Service.

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and drawing, Cedric Salter, and William Macfarlane; neatness and accuracy, Peter Clark; industry and good conduct, Nancy Grady and Nessie Gillespie.

Class 9a.—1st girl, Hester Heath; 1st boy, Geoffrey Otten.

Class 9b.—1st girl, Margaret Crookdale; 1st boy, Ronald Dickie; general progress, Desmond Kerr and Nan Hurst; handwork and drawing, Henry Phillips, and Nora Kelly; drawing, Ronald Phillips.

Class 10a.—1st boy, Jack Stokes; 1st girl, Doreen Brown; special prize for attendance, Helen Ingram; reading, George Knight; general progress, Kathleen Whelam, Francis Neville, Owlyn Groic, Edward Hurley, Murray Nish, Pat Winder, Vera Phillips, Mildred Marshal, and William Bailey.

Class 10b.—1st girl, Jean Hooper; 1st boy, John Silkstone; reading, Daird Roe; general progress, Francis Crabb, Maurice James, Alan Goldenberg, Ross Ogg, Robin Hall, Chrissie Lindsay, Winnie Short, Jean Nelson, Mollie Tobin, Daid Dillespie and Dorothy McCaw.

Royal Drawing Society's Certificates—Division 1 (Honours)

Harry Murgatroyd, Alice Black, and Douglas Kemp, Preparatory Division (Honours) Norma Keeley, Victor Bond, Edna Phillips, Dicky Branch, Peggy Tobin, Peter Green, Rosi Nish, Eric Otten, Gamma Fleetwood, Edgar Hobbin, Robert Provan, Stanworth Adey, Bobbie Cocks, and William Macfarlane, Varses, Margaret Gow and Neville Hover.

The programme of entertainment was as follows:-

Classes 7, 8 and 9.—Christmas carols: "O come all ye faithful" and "The Little Angels."

Class 10.—"Marching," "Feeding the Birds" and "Pat-a-Cake."

Class 7.—Tweedledum and Tweedledee Alice, Game Fleetwood; Tweedledee Harry Murgatroyd.

Class 9.—Songs: "Mr. Squirrel," "Bye-Bye-Baby," and "Cock-a-Doo."

Classes 7 and 8.—Dance: "Snowdrop's Awakening."

Class 9.—"Country Dance."

Class 8.—Recitations: "The Night Winds," "Binkie and Ned," "The Mad Goblin" and "A Funny Man."

Class 9.—Play, "Fairy Silver."

Fairy Silver, Hester Heath; Birds, Peter Fleetwood and George Eustace; Bunnies, Geofrey Otten and Tommy Sutor; Hens, Fatty Elkins and Hilda Reid; Ducks, John Dalglish and Nan Hurst; Elves, Henry Phillips, Bertram Miford; Margaret Crookdale and Barbara Davy.

Class 7.—"King Midas": King Midas, Robert Provan; Pan, Harry Murgatroyd; "Phoebe," Edgar Hobbin.

TO-DAY'S RADIO

BROADCAST BY G.O.W.

ON 300 METRES

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 300 metres. The call sign of the station is G.O.W.

5.30 p.m. to 6.30 p.m.—Demonstration Programme.

7.45 p.m. to 10.30 p.m.—Evening Weather Report.

8 p.m. to 8.30 p.m.—Evening Weather Report.

"The Devout Lover,"

Percy Henning, Baritone.

"Joggin' Along The Highway,"

Percy Henning, Baritone.

"I Learned About Women From Her," Frank Crumit,

"A Gay Cavalier," Frank Crumit,

"Senorita,"

Melville Gideon, Baritone.

"They Called It You,"

Melville Gideon, Baritone.

"My Wireless Set,"

John Henry, Comedian.

"Valley of Laughter,"

Mavis Bennett, Soprano.

"Bird of Love Divine,"

Mavis Bennett, Soprano.

"Oh, You Have No Idea,"

Gracie Fields, Comedienne.

"How About Me?"

Gracie Fields, Comedienne.

"Roses of Yesterday,"

Jesse Crawford, Organ Solo.

"Just A Night For Meditation,"

Jesse Crawford, Organ Solo.

"Is It British?"

Norman Long, Comedian.

"I Think Of You,"

Norman Long, Comedian.

"The Stocking,"

John Henry and "Blossom,"

"Gems from Aida,"

Victor Light Opera Company.

"Troika En Trainee,"

Rachmaninoff, Pianoforte.

"Polka De W. R."

Rachmaninoff, Pianoforte.

10 p.m.—British Official Wireless Press.

"Les Preludes," Symphonic Poem.

San Francisco Symphony Orch.

"Tambourin Chinois,"

Kreisler, Violin.

"Thais," Meditation

Kreisler, Violin.

"Prince Igor," How Goes It Prince?

Feodor Chaliapin, Bass.

"Song of the Viking Guest,"

Feodor Chaliapin, Bass.

God Save The King.

Close Down.

WONG SIN-PUN

FURTHER HEARING IN CHARGE AGAINST HIM

Judgment was reserved, at the Central Magistracy this morning, at the continued hearing of the case in which Wong Sin-pun is charged with practising medicine without being duly registered.

The case was heard by Mr. R. E. Lindsell.

Mr. F. H. Loseby, who appeared for the defendant, submitted a lengthy argument that no offence had been proved against his client.

He stated that the police went to the defendant's premises and tried to discover things that would incriminate the evidence and they had seized only a few things out of many.

Counsel further admitted that the defendant had been practising as a Chinese doctor for gain, but there was no evidence to show that he had been practising in a way contrary to that of a Chinese doctor.

According to the prosecution, the defendant was seen washing his patient, but they did not know that he had been using any instrument at all.

At the conclusion of the defence, the Magistrate intimated that he was still against the defence as the glass syringe and also the western medicine produced in court corroborated the fact that the defendant had been using western treatment.

The programme of entertainment was as follows:-

Classes 7, 8 and 9.—Christmas carols: "O come all ye faithful" and "The Little Angels."

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Class 8.—"King Midas": King Midas, Robert Provan; Pan, Harry Murgatroyd; "Phoebe," Edgar Hobbin.

Class 9.—"King Midas": King Midas, Robert Provan

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PETITION TO GOVT.

(Continued from Page 4.)

form of transfer is used, the transfer is bound by custom to execute the transfer, notwithstanding the difference in price." (Halsbury's Laws of England, Volume 27, page 245).

Useful and Convenient
(6) That Your Petitioners venture to assert that this practice was not unknown to the Government of Hong Kong as is shown by clause 18 of the learned Attorney-General's observations in the "Objects and Reasons" annexed to the original Stamp Bill 1921, which is as follows:

"Clause 29 is an attempt to deal with the problem of blank transfers, i.e., transfers of shares executed by the registered owner in which the name of the transfer is left blank. These transfers pass to successive purchasers before finally completed and registered and thus many transfers escape paying duty. The question of making all blank transfers illegal was considered but it was thought that such a prohibition would interfere unduly with a common practice which has been found to be useful and convenient. Blank transfers are therefore not made illegal, but an inducement to prompt registration of transfers is offered, or, perhaps it should be said, a penalty is placed on late registrations."

(7) That Your Petitioners beg leave to observe, parenthetically, that they could see no appreciable difference in effect between the "prohibition" of a practice, and a statutory enactment, containing requirements which render the continuation of such a practice impossible from the point of view of everyday business transactions, and that the proposed legislation will undoubtedly have the latter effect upon the practice of Blank Transfer, which was recognised by the Government to be, in the words of the Government's authoritative spokesman, "a common practice which has been found to be useful and convenient," and in regard to which the

same spokesman expressed the Government's, laudable desire not to "unduly interfere with." (8) That, in regard to the old clause 29, Your Petitioners desire respectfully to refer to the opinion of the late Mr. A. G. Stephen thereon as expressed by him in the Legislative Council on April 25, 1921, as follows:

"Hon. Mr. Stephen:—Am I in order in referring to clause 29? I think the clause unworkable and it has been wisely abandoned..." (Hansard 1921, page 51).

The Old Stamp Bill

(9) That the amount of duty payable on "Share Contract Note," which was introduced by clause 27 of the said old Stamp Bill, and which was entirely new to Hong Kong was:—\$2 for all amounts up to \$10,000 and \$5 for all amounts above that figure.

(10) That the underlying idea of the old clause 29 dealing with Blank Transfer, above referred to, is the same as the new proposed legislation. The old clause, after due consideration of representations made, was dropped in its entirety by the Government. At the same time the duty payable for "Share Contract Note" was raised to a maximum of \$10 (double of the original amount) varying with the amount of the consideration.

(11) That it is therefore clear that the increased duty on "share contract note" (from \$5 to \$10) was introduced to "compensate" the Government for the "escape" of duties in respect of uncompleted transfers.

Indeed, this was officially stated to be the position by His Excellency the Officer Administrator.

ing the Government, Mr. Claud Severn, who stated in Council:—" . . . we have raised the rate on share contract notes, at the instance of the brokers themselves. It is an expression of their great relief in getting rid of this section" (i.e. old clause 29). (Hansard 1921, page 51).

Your Petitioners submit that, on this ground alone, it would be unfair for the Government to proceed with the proposed Bill.

(12) That Your Petitioners submit that the "Share Contract Duty" raised by the amended Bill of 1921 from \$5 to the maximum of \$10, is payable in respect of every sale: it is, in essence, a "levy" on every transfer, in the popular sense, of shares.

(13) That having regard, therefore, to the well-known system of blank transfer, and to the history of the Hong Kong legislation, indicated above. Your Petitioners submit that there is, and can be, no possible question of evading Stamp Duties.

Jahras, Yesterday—The Bengal Government recently ordered Mr. John W. Johnston, the representative of the League of Anti-imperialism at the All-India Trade Union Congress to leave India immediately. Mr. Johnston nevertheless addressed a meeting of the Congress last night. He was arrested and taken to Dhanbad in a motor-car.—Reuter.

Paris—Mr. John Brownlee, the Australian baritone, was married in Paris on November 29 to Comtesse Carla di Faletto. The ceremony took place at the Church of Saint Pierre de Chaillot, Rue de Chaillot.

"JEROLIN"

Cod-Liver Oil Emulsion "RIEDEL" with an extra high percentage of Calcium-hypophosphite as a strengthening and nutritious remedy.

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"JEROLIN" contains a constant uniform percentage of medicinal Cod-Liver Oil and admixtures of approved osseous Calcium Salts. Hypophosphites and some aromatic ingredients.

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"THE OVERLAND CHINA MAIL."


Sport Columns
CRICKET

ARMY DEFEAT ROYAL NAVY

VICTORY OF SIX WICKETS

The Army beat the Royal Navy by six wickets in the annual local cricket fixture. Yesterday's play gave the soldiers a substantial advantage.

The R.N. 2nd innings closed early to-day and the Army knocked off the necessary runs before tea, but not before four wickets had fallen.

This match is the prelude to three "big" matches of the Hong Kong cricket season. Club v. United Services, v. the Army, and v. Royal Navy.

Complete scores in the match completed to-day are as follow:

| | |
|--|-----|
| Royal Navy—1st. Innings | |
| Pay. Comdr. E. C. Annenheim, c | |
| Christian, b Wyatt | 0 |
| Lt. F. C. N. Norris, c Gaye, b Dobbie | 0 |
| Inst. Lt. Comdr. E. C. Abelson, b Dobbie | 6 |
| Comdr. J. N. Pelly, c Miles, b Christian | 28 |
| Comdr. F. C. Baker, c Goodall, b Mott | 23 |
| Mr. G. Giles, c & b Wyatt | 10 |
| Lt. W. Tate, c Goodall, b Wyatt | 6 |
| E.R.A. Sparrow, st. Goodall, b Wyatt | 0 |
| Pay. Lt. H.S.P. Watch, c & b Wyatt | 1 |
| Lt. J. S. Dalison, c & b Christian | 0 |
| A.B. Large, not out | 1 |
| Extras | 25 |
| Total | 100 |

BOWLING ANALYSIS.

| | G. | M. | R. | W. |
|-----------------|----|----|----|----|
| Dobbie | 8 | 2 | 14 | 2 |
| Wyatt | 11 | 3 | 23 | 4 |
| Thorp | 2 | 0 | 10 | 0 |
| Christian | 7 | 4 | 13 | 3 |
| Musson | 3 | 2 | 1 | 0 |
| Miles | 2 | 1 | 5 | 0 |
| Mott | 3 | 0 | 9 | 1 |

The Army—1st Innings

| | |
|---|----|
| Lt.-Col. W. F. Christian, b Large | 18 |
| Capt. A. N. Evers, c & b Baker | 17 |
| Capt. N. A. Thorp, b Watch | 11 |
| Major A. D. Gaye, b.b.w., b Baker | 34 |
| Pte. Goodall, b Dalison | 2 |
| Capt. A. G. Dobbie, c Norris, b Annenheim | 24 |
| Lt. A. H. Musson, b Dalison | 18 |
| LL.-Cpl. F. J. C. Wyatt, c & b Baker | 31 |
| Pte. Whitefield, c Pelly, b Dalison | 5 |
| Bandman. Mott, not out | 13 |
| L/Cpl. Miles, c Sparrow, b Baker | 8 |
| Extras | 23 |

Total

BOWLING ANALYSIS.

| | G. | M. | R. | W. |
|-----------------|------|----|----|----|
| Baker | 16.5 | 5 | 53 | 4 |
| Large | 8 | 0 | 43 | 1 |
| Watch | 5 | 0 | 28 | 1 |
| Dalison | 6 | 0 | 43 | 3 |
| Annenheim | 3 | 0 | 14 | 1 |

Royal Navy—2nd Innings

| | |
|---|----|
| Pay. Comdr. Annenheim, c Miles, b Wyatt | 1 |
| Lt. Norris, c Evers, b Dobbie Comdr. Pelly, c Goodall, b Dobbie | 1 |
| Lt.-Comdr. Abelson, c Goodall, b Christian | 14 |
| Comdr. Baker, b Mott | 19 |
| Lt. Tate, c Whitfield, b Christian | 10 |

Mr. Giles, b Dobbie

| | |
|---|----|
| Pay. Lt. W. S. P. Watch, c Miles | 15 |
| E.R.A. Sparrow, c Mott, b Miles | 19 |
| Lt. J. S. Dalison, c Wyatt, b Miles | 4 |
| A.B. Large, not out | 0 |
| Extras | 19 |

Total

BOWLING ANALYSIS.

| | G. | M. | R. | W. |
|-----------------|----|----|----|----|
| Dobbie | 8 | 3 | 13 | 3 |
| Wyatt | 8 | 3 | 19 | 1 |
| Christian | 5 | 2 | 12 | 2 |
| Miles | 11 | 2 | 29 | 3 |
| Mott | 2 | 0 | 16 | 1 |
| Evers | 1 | 0 | 6 | 0 |
| Musson | 3 | 1 | 13 | 0 |

Reid, W. K. Tait, E. R. West.

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YAUMATI SCHOOL

ANNUAL SPORTS MEET TO-DAY

AT KING'S PARK

The 12th annual athletic sports meeting of the Yaumati School was held at King's Park, Kowloon, today, starting at noon.

There was a large attendance of students and their parents and friends. A long programme of events was arranged. They all attracted many entries, and some close finishes were witnessed.

Mr. A. E. Wood, Director of Education, who was an interested spectator, will distribute the prizes at the close of the meet, at 4 p.m.

GOLF

NEW ADAMSON CUP QUALIFIER

FANLING FIXTURES

J. H. Stewart qualified for the Adamson Cup at Happy Valley with a card of 99—24—76. Other scores were: F. E. Booker, 89—10—79; G. H. McLeod, 96—14—82; J. Stewart, 99—15—84.

The Adamson Cup, 1929, will be played on the first Friday in each month and the following eleven days except in March and August, when the competition will start on the second Friday in the month.

The fixtures at Fanling for 1929 include New Year meeting, December 31, 1928 to January 2; Junior Championship qualifying round January 6; Captain's Cup January 6 and 7.

LOCAL SOCCER

YESTERDAY'S LEAGUE GAMES

ATHLETIC WIN AGAIN

Matches in the Mid-Week League, played yesterday, resulted as follow:

Athletic

South China

Lam Long Wan

Two Chinese

P.W.D. Chinese

Two Chinese

Police

Hung Kui School

Goals.

P. W. D. L. Pts.

Athletic

South China

Lam Long Wan

Two Chinese

P.W.D. Chinese

Two Chinese

Police

Hung Kui School

Goals.

P. W. D. L. Pts.

Athletic

South China

Lam Long Wan

Two Chinese

P.W.D. Chinese

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Police

Hung Kui School

Goals.

P. W. D. L. Pts.

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P. W. D. L. Pts.

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Goals.

P. W. D. L. Pts.

Athletic

South China

Lam Long Wan

Two Chinese

P.W.D. Chinese

Two Chinese

Police

Hung Kui School

Goals.

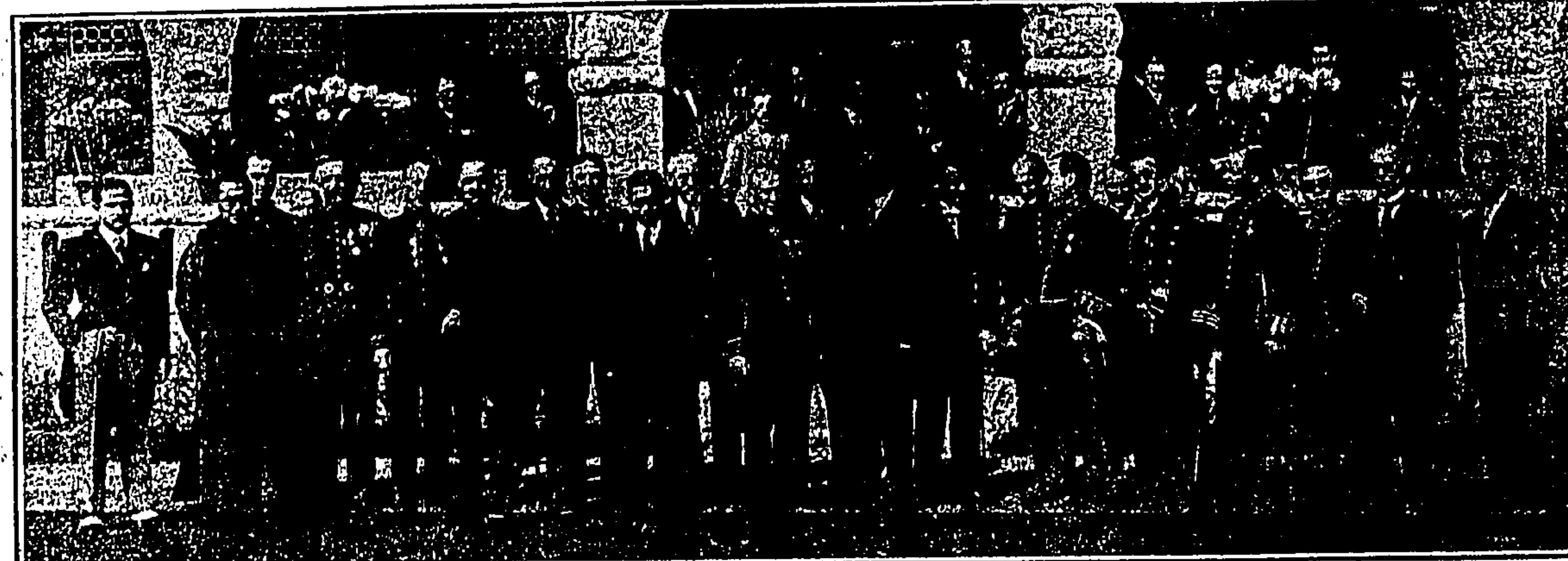
P. W. D. L. Pts.

Athletic

WORLD NEWS IN PICTURES.

Celebration at

Belgian Consulate-General



On the occasion of the Patronal Feast of H.M. King Albert of Belgium, a large number of Belgian residents in Shanghai and their friends, as well as foreign and Chinese officials, attended at the Belgian Consulate-General to take part in the celebration. The above photograph, which shows the gathering of Consular representatives of various nations, was taken after the official reception.—(Ah Fong).

Lord Birkenhead

32 Degrees!

Stowaway's Life!



Relinquishing his office in the British Government after a long and brilliant career, Lord Birkenhead retired to his country home, "The Cottage," Charlton-Kings, near Banbury, where this delightfully informal photo of himself, Lady Birkenhead and their favourite dogs was made.



Miss Emily Weidner, a member of the "Sea Lions," who swims when the temperature is at freezing point.



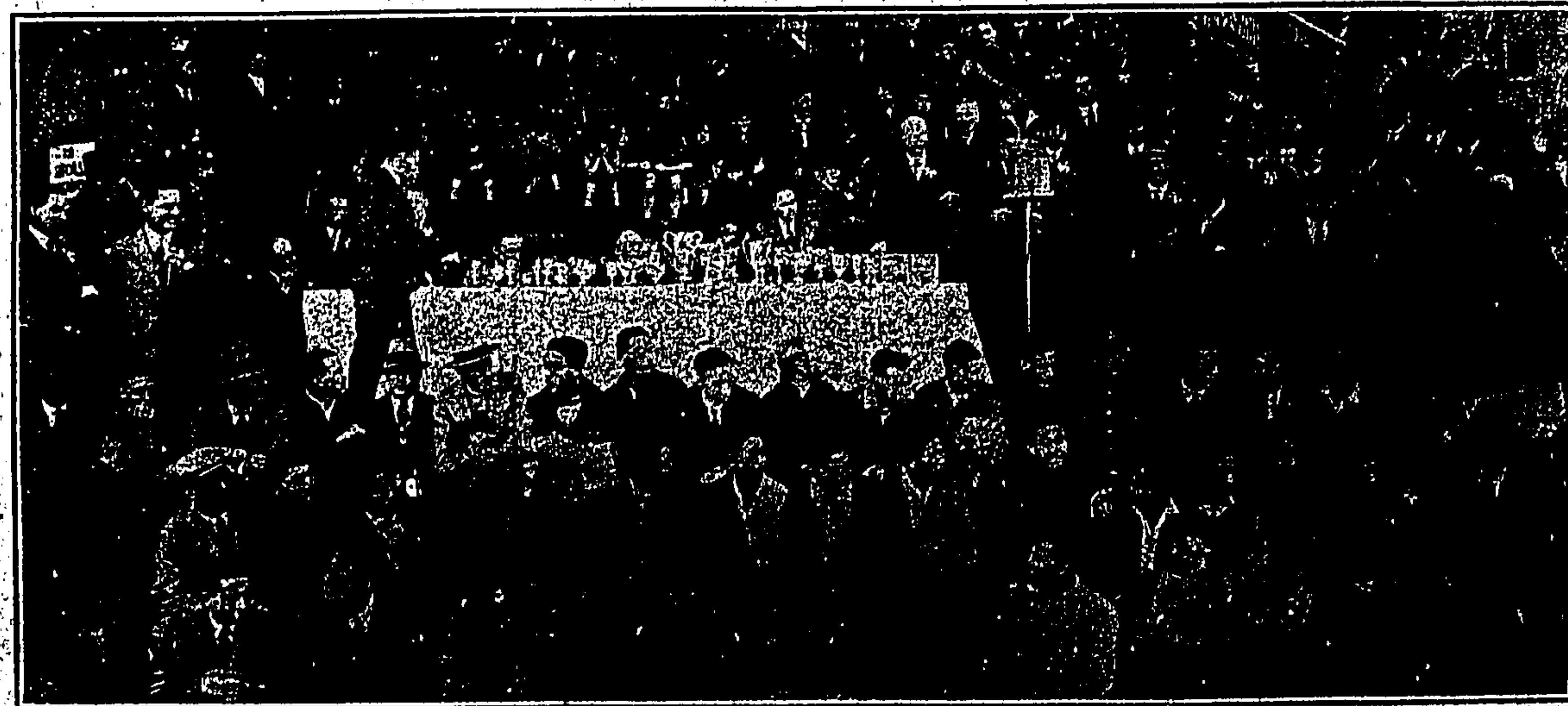
It was not all a luxurious air jaunt for Clarence (Red) Terhune, a 19-year-old American boy who stowed himself away on the "Graf Zeppelin" for a little trip to Germany. The photo above shows how the young adventurer slept on the passage over. Inset a close-up.

U.S. Marines Hold Fancy Dress Ball



A successful fancy dress ball was given at the Marine Club, Ferry-road, Shanghai, by the American Marines. The prize winners for the best U.S. costumes worn in the women's group were Mrs. Hazelton (first), Miss McBain (second) and Miss Goldkote (third), while on the men's side were Corporal Gonovich (first), Private Reid (second) and Corporal Klap (third).—(Burr).

The International Walking Match, Shanghai.



Successfully held when 48 contestants, representing many nations, took part, China, represented by Mr. Y.-S. Chow, was first home, with Ireland (Mr. W. J. Young) following. Above photo was taken at the prize-distribution at the grand stand on the Race Course.—(Ah Fong).

INFORMATION WANTED

FOR THE

1929 ISSUE OF THE

DOLLAR DIRECTORY

FOR

SECTION II.

ASSOCIATIONS, CLUBS, CHURCHES,
MISSIONS, GOVERNMENT OFFICES,
HOSPITALS, SCHOOLS & COLLEGES.

SECTION III.

BUSINESS HOUSES' LIST.

SECTION IV.

PARTICULARS OF AGENCIES' LIST.

SECTION V.

LOCAL WHO'S WHO.

SECTION VI.

RESIDENTS' LIST.

SECTION VII.

LADIES' LIST FOR HONG KONG.

SECTION VIII.

LADIES' LIST FOR KOWLOON.

SECTION IX.

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THE MOTORISTS' PAGE

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BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4769.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C.1219.
HANOMAG.—Wai On Tseung, Ltd., 243 Des Vœux Road, C. Tel. C. 711.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
SINGER.—Gilman & Co., 4a, Des Vœux Road Central.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET.—Gilman & Co., 4a, Des Vœux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Vœux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLYS KNIGHT TRUCKS.—Ghian & Co., Ltd., Des Vœux Rd. C. 1219.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Vœux Road. C.1067.
NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4769.

FOUR WOMEN IN UNIQUE MOTOR TEST OVER 500 MILES.

Announcement has been made by the Contest Board of the American Automobile Association that four women, all possessing only average driving experience, recently piloted The Studebaker Commander and The Studebaker Director in two unique 500-mile tests.

Driven entirely by women pilots, a fully equipped stock Commander Roadster on June 18, travelled 500 miles on the Atlantic City Speedway in 388 consecutive minutes, maintaining an average speed of 77.21 miles per hour for the entire distance. This record is only 2.4 miles per hour lower than the American record for fully equipped stock cars for the same distance, also held by The Commander.

Immediately following The Commander's run, the women took charge of a stock model Studebaker Director. This model holds all American speed and endurance records for fully equipped stock cars in its price class.

Relieving each other in two-hour shifts, the four women completed the 500 miles with an average speed of 60.37 miles per hour.

English "Star".

The two performances were checked and certified by the Contest Board of the A.A.A. Each of the Studebaker cars was certified by this same body to be strictly stock and fully equipped.

In order to maintain the high averages and still make stops for relief drivers and fuel, the feminine drivers kept their mounts soaring well above the final average figures.

The women who drove the cars were Bertha and Caroline Winnad, Marie Morton and Mary Jobling, an English film star.

Studebaker points to these performances as proof of the ease with which the championship speed of Studebaker cars may be obtained and controlled. As one Studebaker official remarked, "These two 500 mile runs in which women did the driving defeat the theory that women are not as proficient as men in piloting motor cars."

INTERESTING STORY

OF HAROLD LLOYD'S LATEST
COMEDY

SHOWN IN AIR

How an aeroplane was converted by an enterprising director, into a private reviewing theatre, is told in the story related below.

Harold Lloyd's latest screen play "Speedy" was in the process of receiving its finishing touches before being presented to the public, and a production director wanted to give it a private and advance showing before several prominent Los Angeles theatrical people whose criticisms he valued.

Wishing to do something new and unusual in the manner of presenting the picture to this group of distinguished reviewers, he rented an aeroplane and setting his projection machine in the rear compartment, took his guests for a trip five thousand feet above the California hills and gave them an advance showing of the picture on a screen erected just back of the pilots cockpit.

Thus "Speedy" was given one of its first showings at a hundred and ten miles an hour!

GOOD MOTORISTS REWARDED

For many years past insurance companies have recognised the careful motorist and have allowed a bonus on the renewal of policies, in regard to which no claims have been made, writes the London correspondent of the "Manchester Guardian". The reduction in premium differs in amount according to the insurance company. But the prowess of the proved good driver of long experience who has never had an accident has never been rewarded by insurance companies, who have been disinclined to draw any distinction between him and the less experienced though eminently safe driver.

As the present tendency is for motor insurance premiums to increase, this substantial encouragement offered to the careful, experienced motorist is doubly welcome, and should help us towards a higher general standard of driving.

ZEPPELIN CREW USE PACKARDS FOR RECEPTION 25 CARS.

"If I were a millionaire I would buy a Zeppelin and use it as a private yacht!"

With this comment on the comfort and safety of the great Graf Zeppelin, Lady Drummond Hay, the first woman to make the Westward crossing by air, disembarked at the close of this thrilling, history-making voyage.

Before a crowd estimated at 500,000, Dr. Eckener, followed by his passengers and crew in twenty-five Packard cars and attended by a cordon of police, led a triumphal parade up Broadway to City Hall. Nine picked officers from New York's mounted force preceded the procession followed by two full military bands, several companies of army reserves and a detachment of the navy.

Colourful Spectacle
Comparable only with the demonstrations accorded to Colonel Lindbergh and to the men who crossed the Atlantic in the Bremen the lower part of Manhattan Island the very heart of New York, presented perhaps the most colourful spectacle of recent months. A tangle of tickertape swapt the street, suspended from the skyscrapers—German flags were everywhere—and to add to the official aspect of the event, three army planes, flying in the wedge shape military formation, hovered over the route which the heroes followed.

New York noted for its hospitality to distinguished visitors, outdid herself—introduced a new note, by presenting Dr. Eckener with roses—a touch which symbolizes the new feeling of cordiality between the two nations. All New York had anxiously followed the hourly newspaper bulletins and radio reports. The four days of tense waiting showed that beneath the casual outward appearance of the Western hemisphere's greatest city there was one great question—"Will they succeed?" Then the news came that the gigantic ship had been seen—and New Yorkers again breathed freely. Heraldled by a blast of whistles and welcoming shouts of the city's population swarming to the streets, windows and roofs, the Graf Zeppelin, on October 15, was sighted flying through the mists which surrounded Manhattan Island—and in what seemed matter of seconds, the huge craft was directly overhead—and gone.

"The sight of your beautiful airship... told again the story of Columbus and Magellan, of Cabot and Balboa." With these words Acting Mayor McKee, of New York City, welcomed the pioneers and gave them the freedom of the American metropolis.

RECKLESS DRIVING

A JUDGE'S POINTED
REMARKS

Leonard John Bright, 19, a motor mechanic, was sentenced to 12 months' imprisonment in the second division by Mr. Justice Shearman at Devon Assizes for the manslaughter of Alford Clatworthy, at Bishops' Tawton.

Clatworthy, with a million rider,

was attending to the lights of his motor-bicycle when Bright, who was motor-cycling, ran into him.

Witnesses said that he was riding fast.

Bright said he imagined either his tyre burst or his speedometer twisted into the front wheel.

The Judge, in passing sentence, said that a great many people drove every day with great recklessness, forgetful for the moment that very great speed on English roads was always dangerous. In dealing with cases of manslaughter by negligence he always bore that in mind.

The Judge continued: "It is unusual in English jurisprudence that a man can be convicted for committing an offence which he does unintentionally." As regards the offence, I have my own feeling about this matter. It comes before every Judge, and one has to deal with the standard of this case. I do not want to dictate to other Judges as to what that standard is, when for the worst offences of this kind I have never known more than 18 months given. The state of our roads is getting appalling. The professional driver is careful and kindly; it is the individual driving a car not on business who is reckless."

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OLDEST CAR

WHICH TAKES THE
CROWN?

PRIZE OFFERED

In the American motor show they have offered a prize for the oldest car of any kind. It will occur to many sufferers that they know that car, and have ridden in it. Grim humorists will send the announcement of the prize to certain of their friends. But the Americans are quite serious. They have begun to talk about a self-propelled vehicle which existed in 1806, the property of one Oliver Evans. But it does not seem to be extant. Vanished also, we believe, is Trevethick's steam car of 1802. We take it that America has no objection to steam. Any form of propulsion makes a motor-car for this competition. A hundred years ago, there were a number of steam coaches on English roads. A regular service of power-driven buses ran between Cheltenham and Gloucester in 1824, and the things which are being said about the noise and stench of modern traffic were said about them. But in 1824 the result was to banish engines to the railways. There is, or was, in Vienna, a petrol motorcar which was shown at the exhibition of 1873. A Mecklenburg mechanic, Siegfried Marcus, built it by taking a four-wheeled handcart fitting an engine between the hind wheels, with a wooden chair above it, and a steering-gear to the front wheels. But ten years earlier, Etienne Lenoir, born a Belgian, and naturalised a Frenchman, made an automobile by fitting a gas engine to a carriage on which he travelled from his factory in the suburbs to Paris, six miles, in an hour and a half. It did not become popular. The development of the motorcar was to come through the development of bicycle and tricycle. The first motor-bicycle was built forty years ago, when Gottlieb Daimler put a vertical petrol engine between the wheels of a "safety" of

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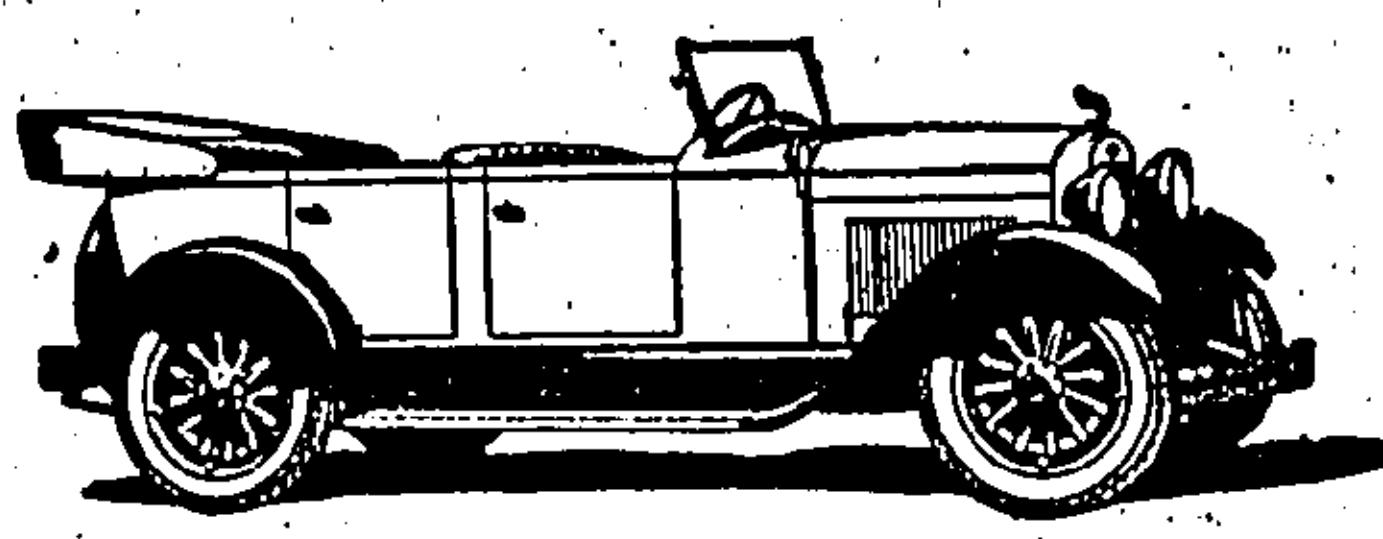
37, Connaught Road Central.

Telephone C. 6.

a crude design. It did not much attract even the adventurous cyclists of that age, but there was no doubt about the engine. In 1884 Carl Benz built a horseless carriage, which was a tricycle with hard-tyred, rudely sprung, without a front or a back to hide, their crudities, we admire the dauntless nerve of the pioneers. If the Americans wish to show the world what the old motorcars were like the historian records that "Benz's great difficulty was to find a man

chaser." Yet there were brave men in those days. We turn to the old pictures which show them bowled and be-whiskered, high upon lofty vehicles of the phaeton shape, steering wheels in front and the engine under the driver's seat. It does not look much queerer than other tricycles of that epoch. It would do eight miles an hour, but the historian records that "Benz's great difficulty was to find a man

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OF BRAKES

SERIOUS STUDY

[By J. E. Sugrue]

Four brakes instead of two, variations in brake design, the growing need for better brakes and the necessity for more skilful service on brakes—all these and many more factors have combined to make the modern car owner "brake conscious" and to turn his attention to the need for more serious study of the subject of stopping.

So important has the study of brakes become that one of the brake-lining manufacturers has issued a comprehensive manual which is rented to brake-service stations that have demonstrated their willingness to go into the subject scientifically. Many service stations are purchasing brake-testing machines. In short, the mystery is being taken out of brakes as the Nation turns its attention toward safer stopping through greater knowledge of the factors involved in the process.

Many Brakes Faulty

The use of dressings on brake lining, for example, is one of the points featured in this development. The quick is finding it increasingly harder to pay his trade and even the automobile designer who might err with inferior brakes has been warned that it is unwise. Brake noises, it has been found, are largely evidences of faulty brake design, inferior lining, incorrect adjustment, wrong use of brakes or inferior workmanship. The idea that a brake squeaks only because it is dirty has been cast into the discard.

It took enclosed brakes to focus attention to this fact. So long as brakes were exposed, motorists and service men had good grounds for believing that brake noises came from an accumulation of dirt or from extreme dryness. When the enclosed brakes revealed a greater tendency to squeak, another explanation had to be found.

Noise Traced

Thus, motordom has come to find that light brake bands and drums encourage brake noise; that inferior brake lining is a constant source of trouble; that vibration of incorrectly adjusted shoes in internal expanding systems induce noise; that lack of equalisation in adjustments induces squeaking, and that drivers themselves frequently encourage brake noise while trying to stop it.

The type of remedial treatment needed can be determined to the

CARE OF TYRES

HOW IMPROVEMENTS ARE
ABUSED

EVEN INFLATION

The importance of tyres and their proper maintenance is a factor in car ownership which is too often overlooked in these days of high mileage and reliability. Neither the car nor its tyres give much trouble as a rule; and the less the trouble that is experienced, the less the care that is taken to prevent it.

Good tyre service, however, affects every aspect of motoring to the book entry side of the question. We all know that the makers recommend a certain pressure, which is often not the same for the front as for the rear wheels. But either we are careless, or we think we know better, and I fancy that a test of the pressure in the tyres of any hundred cars one cared to examine would show a very small amount of correct inflation.

The usual fault is to run the tyres too soft, on the ground that the car rides better. Possibly it does, if the springs are a little too hard, or the shock absorbers are not properly adjusted, but I doubt whether the penalties to be paid justify the measure.

The greater flexing of the walls of the cover causes disproportionately rapid deterioration while the greater area of tyre surface on the road must interfere to some degree with the liveliness of the car—and this spells increased petrol consumption into the bargain.

And if the tyres in question are front ones, difficulties occur in the smoothness and certainty of steering. Many a car which has earned an unenviable reputation for heavy steering is suffering merely from persistent under-inflation of the front tyres. The addition of a pound or so of pressure will work wonders.

Still worse defects are traceable to uneven inflation of the two front or the two rear tyres. Wheel-wobble is most frequently due to this simple cause, while a steady drag on the steering to one side or the other is also caused by an unduly slack tyre. Even braking may be upset for the same reason, and on greasy road even the smallest amount of carelessness in regard to the exact degree of inflation may easily be the indirect cause of a nasty accident.

The Question of Speed

So much for the question of performance. In regard to cost, all the matters I have mentioned have to be taken into account, but the most important factor to be considered is undoubtedly speed, presuming, of course, that the car is correctly tyred in accordance with its respective axle loads.

One of the greatest fallacies, and also the most general, is the expectation of a motorist owning a given make of car that his tyres should last for just the same length of time as those on a car of similar make belonging to a friend. Nothing could be farther from the truth, and a series of tests undertaken by a great tyre manufacturing company may be quoted in support of this assertion. Test cars were run at approximately 45 miles an hour, keeping up the speed as uniformly as possible, and taking curves with no more slowing down than was vital to safety. Later, the speed was reduced to 35 miles an hour—and the average tyre wear, which was 6,000 miles in the case of the higher speed, was exactly doubled.

To sum up, therefore, if we want our tyres to give us the best possible service, there are one or two simple points we must remember—points which are also not without a bearing on the welfare of the car.

We should test the pressure with a reliable gauge at least weekly, and keep the figure up to that advised by the maker; we should avoid travelling at extreme speed for prolonged periods, especially on uneven road surfaces; and we should see that our shock absorbers are adjusted to give their maximum effect in holding the tyres in contact with the road; and we should refrain from stepping hard on either accelerator or brake pedal except in case of necessity. Finally, when renewals are necessary, we should not indulge in the doubtful economy of purchasing a smaller size of cover which happens to fit the same rim. Tests have shown that a difference in mileage of 22 per cent. is caused by a 9½ per cent. reduction in tyre diameter.—"Singapore Free Press" correspondent.

Can't Be Flimsy

It should be obvious that brake parts that are too light and flimsy in construction are subject to vibration and are thus a fruitful source of noise.

This is clearly indicated in the case of some internal expanding brakes of both hydraulic and mechanical design. The brake shoes sometimes are a little light for the job and unless clearances are correct, all around, and adjustments are correct (in the mechanical type), one of the shoes is apt to "float" and vibrate.

Here the car owner has discovered that his driving can play a part in the process of keeping his brakes silent. Often if he merely presses on the brake pedal a little harder the noise will stop because all of the brake shoes then come into firmer contact with their respective drums.

THE FIAT IN GERMANY

Germany imports a considerable number of motor cars. From nearly 2,000 cars imported during the first six months of 1926, imports rose to 6,000 in the corresponding period of 1927 and reached 7,300 in the first half of 1928. The Italian motor industry, in this great struggle of interest, holds second place among the importing nations and the Fiat imports total up to one third of all the motor cars imported into Germany.

NEW FACTORY

IN CORK FOR FORD
COMPANY

BUILDING TRACTORS

Detroit, Oct. 19.

The Ford Motor Company plans to move its main Fordson tractor plant to Cork, Ireland, it was learned to-day.

Machinery now is being moved from the present Fordson plant near Detroit, and shipped to the company's plant at Cork to be reassembled and put into operation by January 1.

European Demands

The manufacture of the tractor at Fordson was discontinued about a year ago to allow more space for the manufacture of the new model Ford car.

Another reason given for the change was that European demands for tractors had so materially increased that the Cork plant was unable to fill them. These orders, Ford officials explained, came principally from England, Ireland, Germany and Russia.

300 Tractors Daily

Approximately 80 percent. of the tractor making machinery and equipment is being removed to Cork in Ford vessels. When the machinery is installed in Cork, that plant is to be operated on a basis of two eight-hour shifts a day, turning out approximately 300 tractors daily, it was announced.

Ford officials said the Russian Soviet Government recently placed an order for \$1,000,000 worth of tractors. The tractor factory at the plant here was not given over to manufacture of the Ford car at the time of the discontinuance a year ago, however, until an ample number of tractors and parts to take care of all orders for the immediate future had been turned out.

ping power should be employed only in emergency.

Average Tyre-Life

It is scarcely possible to give a figure of average tyre-life in everyday use that is at all reliable. I know, however, of the case of two cars which were continuously driven at high speed, without the tyres being given really scientific attention, though obvious slackness noticed either visually or through the effect on the steering—was always made good without delay.

Both cars, one a Twelve and the other a Twenty-one, running on tyres of different make, turned the ten thousand miles mark before the smoothness of the treads made them dangerous on wet roads. Retreading could have been performed, with an addition to the life of the tyres of several thousand miles. As a counter-balancing influence to the high speed, neither the powerful four-wheel braking nor violent acceleration was ever indulged in needlessly on either car, but I should say that with greater care for inflation pressures, the initial life before retreading, might easily have been increased to twelve, or even fifteen thousand miles.

To sum up, therefore, if we want our tyres to give us the best possible service, there are one or two simple points we must remember—points which are also not without a bearing on the welfare of the car.

We should test the pressure with a reliable gauge at least weekly, and keep the figure up to that advised by the maker; we should avoid travelling at extreme speed for prolonged periods, especially on uneven road surfaces; and we should see that our shock absorbers are adjusted to give their maximum effect in holding the tyres in contact with the road; and we should refrain from stepping hard on either accelerator or brake pedal except in case of necessity. Finally, when renewals are necessary, we should not indulge in the doubtful economy of purchasing a smaller size of cover which happens to fit the same rim. Tests have shown that a difference in mileage of 22 per cent. is caused by a 9½ per cent. reduction in tyre diameter.—"Singapore Free Press" correspondent.

Can One Afford It?

The car must really be put on a budget all by itself. And the best way to treat the subject is by figuring it squarely whether one can afford it or not.

What economies will the family accept in order to have a car? A lower rental, perhaps. A more economical table. The young people agree to be more reasonable in their demands for the very latest in clothes, and to take smaller allowances. Sure! With the whole family pulling together like this, anybody can make the grade!

Now take all these economies and the lump sum of them will cover not only the upkeep of the car, but the payments. Everybody now buys cars out of income, the dealers expect it, and are all prepared to make it easy for one. Being all steamed up on the question of fitting the car into the budget, we will now consider the Chevrolet.

Everybody knows Chevrolets' fame for economy. Don't let the appearance of the bigger and better Chevrolet deceive you. Nor its smart, sweeping lines or its beautiful colour combinations. These and many other features of this wonderful car may at first glance make you think that the Chevrolet is an expensive car. It is not!

The new Chevrolet is the result

of the factory's desire to put on the market a car so beautiful everybody wants it, and so economical everybody can afford to own it! A car that is comfortable, easy riding, easy steering and at the same time the most economical on gasoline and lubricating oil.

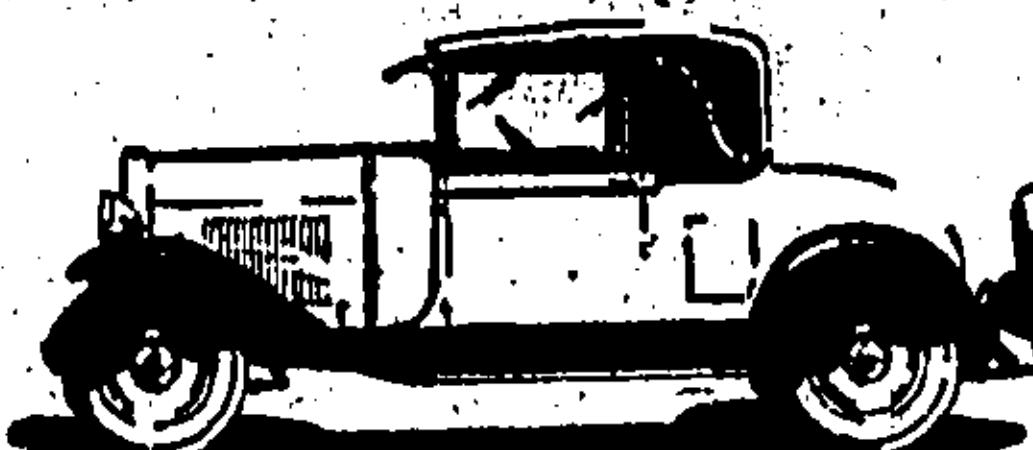
The Pacific Commercial Company

will be pleased to give demonstrations

to anybody interested in the

purchase of a bigger and better

Chevrolet.

QUIET
THAT IS
RESTFUL

Quiet as a bird in flight, silent even at great speed, giving genuine rest on thousands of noiseless miles—such is the great New Oldsmobile Six.

Rubber and sound-deadening cushions freeing both body and chassis from noises, plus exacting construction methods found only in the manufacture of the most expensive cars, give you this quiet that is truly restful.

Oldsmobile owners are now receiving, at a price difficult to believe, the advantages of engineering principles, and master touches of construction, denied to all but the most luxurious car owners.

Why deny yourself these comforts any longer?



OLDSMOBILE

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|----------------|-------------|
| Touring | M\$2,500.00 |
| Roadster | M\$2,500.00 |
| Sedan (2-door) | M\$2,600.00 |
| Sedan (4-door) | M\$2,800.00 |



THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

YOU CAN BUY A BIGGER CAR BUT NOT A BETTER ONE.

CHEVROLET CAR

IS A MONEY
SAVER
FOR MODERATE POCKET

A question paramount in the mind of many a "pater familias" has been: "Where does the family car belong in the family budget?" Budget experts themselves disagree on just this point. "A car belongs with the house," some of them say, "because if you have a car you can live in the suburbs and pay less rent." "A car is a luxury," others insist, "and you should not have it unless you can afford it."

Both points of view have their respective merits. A car does affect the decision about the rent. One can be happy with a lot less expensive rental if one has a car. But then the car affects several other budget items almost as much. It lessens Doctors' bills by keeping the family out of doors. It cuts vacation expenses to almost nil. It gives inexpensive entertainment always on tap.

As an argument in favour of the automobile being a thing of luxury, there is the case of a person buying a car entirely beyond his means, to keep up. No matter what economy he may affect in his mode of living the maintenance of a car is out of reach.

Can One Afford It?

The car must really be put on a budget all by itself. And the best way to treat the subject is by figuring it squarely whether one can afford it or not.

What economies will the family accept in order to have a car? A lower rental, perhaps. A more economical table. The young people agree to be more reasonable in their demands for the very latest in clothes, and to take smaller allowances. Sure! With the whole family pulling together like this, anybody can make the grade!

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A car that is comfortable, easy riding, easy steering and at the same time the most economical on gasoline and lubricating oil.

The Pacific Commercial Company

will be pleased to give demonstrations

to anybody interested in the

purchase of a bigger and better

Chevrolet.

NO SQUEAKS

TRYING TO GET QUIET
BODIES

EFFECT OF SPEED

No matter how good the performance of a car may be, if it is accompanied by a series of squeaks, rattles and groans from the body the owners will take no pleasure or pride in the vehicle. Manufacturers have realized this completely, but to produce really quiet bodies has presented more problems than many have been able to solve. In fact, the day is still far distant when absolute noiselessness of the body will be maintained indefinitely in spite of travel at all kinds of speed over all kinds of roads.

Though we are far from perfection, rapid strides are being made in that direction and the proud owner of a 1928 or 1929 car can be certain that he will be able to count on more quiet miles from the body than was likely or even possible with a 1926 model.

There are two good reasons for this advance in body construction: they are, first, better construction; second, heavier materials. Just to take a quick comparison, take the fenders of one of the



HONG KONG DELIVERED PRICES.

NATIONAL SERIES "A B" PASSENGER

R.A.C. Horse-Power Rating 21.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.
Speed 50 M.P.H.

| Model | F.O.B. Weight | Packing Factory Price | Nett Shipping Delivery | Hong Kong Price |
|----------------|--------------------|-----------------------------|------------------------------|--------------------|
| Roadster | 2-pass. 2,006 lbs. | G\$495 | G\$ 54 | G\$216 G\$ 765 |
| Tourer | 5-pass. 2,056 lbs. | 495 | 57 | 216 765 |
| Conch (2 door) | 5-pass. 2,316 lbs. | 585 | 40 | 205 890 |
| Coupe | 2-pass. 2,176 lbs. | 595 | 40 | 205 900 |
| Sedan | 5-pass. 2,396 lbs. | 675 | 40 | 205 1,000 |
| Cabriolet | 4-pass. 2,276 lbs. | 695 | 40 | 205 1,000 |
| Landau Sedan | 5-pass. 2,300 lbs. | 715 | 40 | 205 1,020 |

Hong Kong Price includes spare rim Tyre and Tube, Bumper, Bulb, Horn, Right Hand Drive.

NATIONAL SERIES "A B" COMMERCIAL

R.A.C. Horse-Power Rating 21.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.
Speed 45 M.P.H.

| Half Ton Chassis | 1,015 lbs. | G\$375 | G\$20 | G\$165 | G\$560 |
|--------------------------------|------------|--------|-------|--------|--------|
| Half Ton Chassis & Cab No. 560 | 2,015 | 490 | 20 | 215 | 725 |
| Cab Top Express Truck | 128 2,280 | 530 | 20 | 240 | 790 |
| Screen Express Truck | 103 2,705 | 570 | 20 | 205 | 865 |
| Combination Truck | 104 2,530 | 580 | 20 | 265 | 865 |
| Panel Express Truck | 205 2,665 | 600 | 20 | 260 | 870 |
| Eight, Passenger Bus | 34,2,265 | 615 | 20 | 255 | 890 |

Hong Kong Price includes spare rim Tyre and Tube, Right Hand Drive

CAPITAL SERIES "L Q" UTILITY

R.A.C. Horse-Power Rating 21.
Brake Horse-Power 31 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 124 Inches.

| One Ton Chassis | 2,130 lbs. | G\$520 | G\$ 45 | G\$165 | G\$ 730 |
|------------------------|------------|--------|--------|--------|---------|
| 1/2 Ton Chassis | 2,230 lbs. | 520 | 115 | 165 | 800 |
| 1/4 Ton (140") Chassis | 2,410 lbs. | 520 | 215 | 165 | 920 |

Hong Kong Price includes spare rim, Tyre and Tube and 4 fenders.

EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

| Sedan Cab | No. 506 | 400 lbs. | G\$ 85 | G\$ 30 | G\$ 65 | G\$ 180 |
|--------------|---------|------------|--------|--------|--------|---------|
| Cab Top Body | No. 328 | 775 lbs. | 175 | 30 | 115 | 320 |
| Screen Body | No. 303 | 950 lbs. | 235 | 30 | 145 | 410 |
| Combination | No. 303 | 1,000 lbs. | 250 | 30 | 145 | 425 |
| Panel Body | No. 405 | 800 lbs. | 270 | 30 | 125 | 425 |
| 12 Pass. Bus | No. 39 | 775 lbs. | 305 | — | 130 | 435 |

All Prices and Specifications subject to change without notice.

THE HONG KONG HOTEL GARAGE

23 Queen's Road Central Tel. Central 4750.

NO SQUEAKS

NEW ORGANISATION

(Continued From Page 12)

BETWEEN CHRYSLER AND DODGE CARS

FOR OVERSEAS TRADE

Announcement has just been made by the Chrysler and Dodge Brothers Corporations, that the newly organized Chrysler Export Corporation, will devote its entire time to the development of closer co-operation with all Chrysler and Dodge Brothers overseas organizations.

Overseas Distribution. The Chrysler Export Corporation will have charge of the overseas distribution of Chrysler Sixes, Dodge Brothers cars and Graham Brothers trucks, the Plymouth and De Soto motor cars and the new line of Fargo commercial cars and trucks.

The advantage of this arrangement to the overseas organizations is obvious as it provides for the most economical and efficient co-ordination of all Chrysler and Dodge Brothers export business.

Efficiency Essential.

The Chrysler Export Corporation will include efficient and experienced men who have been assisting in the development of the overseas organizations of Chrysler and Dodge Brothers. Operations will continue along the same lines as in the past and personal contacts will be much the same as heretofore.

As in the past, Chrysler cars will be sold by Chrysler distributors and dealers, and as before, Dodge Brothers cars and Graham Brothers trucks will be sold by Dodge Brothers dealers and associate dealers. The separate identity of these two great lines of motor vehicles will be maintained.

fewer stresses are passed on to the body. The chassis absorbs them.

£9,000,000 SCHEME

MOTOR ROAD TO INTERLACE WHOLE OF ENGLAND

£3,000,000 UNDERWRITTEN

Arrangements have been completed for the underwriting of £3,000,000 out of £9,000,000 required for the first stages of a scheme to build motor roads interlacing the whole country from Newcastle to Portsmouth, from Liverpool to Hull, and from London to Liverpool. This is an amplification of the London to Brighton motorway of which so much was heard last August.

Funds are already forthcoming for the expenses of an application to Parliament for power to construct this section, and it is hoped that work will begin next summer. All surveys are now complete for an avenue of 140,000 trees and coloured reflectors on each side of the road for the guidance of night drivers.

The aims of the Motor Roads Development Syndicate, Ltd., headed by Lord Askwith, are more ambitious than this. A further scheme has been drawn up for covering the whole country, North, South, East and West, with motorways which will link up practically every important manufacturing centre in England. Following are the main motorways proposed, on which cars will travel probably at a speed limit of sixty miles an hour in perfect safety, under control of special police provided by the company:-

1.—Brighton to London (at a cost of £3,000,000). Surveys completed.
2.—Birmingham to Liverpool (at a cost of £6,000,000). Most of the survey already completed. Ninety miles in length. This is under the chairmanship of Sir Edward Brooks.
3.—An extension from Brighton to Southampton and Portsmouth, about sixty miles in length.
4.—From Birmingham to Bristol and Cardiff, branching near Worcester to both banks of the Severn.
5.—London to Birmingham, 100 miles in length, joining the circular London road proposed by L.C.C.
6.—Liverpool to Hull.
7.—Newcastle to Leeds, joining the Liverpool-Hull road and serving important centres like Bradford, Huddersfield, and Sheffield.

On the Brighton road it is now proposed to build a tunnel at Pebblecombe, between Buckland and Epsom Downs, and to utilize the services of about 500 miners for the purpose. Considerable opposition is, of course, anticipated from the railways, but the company insist that they are not to try to kill the railways. They propose, on the other hand, to provide special garages and goods yards for railway traffic.

SPECIAL TYRES
FOR THE MERALCO TWIN COACH

Latest test of the tyre engineer's skill was the advent of a growing need for a large, medium-pressure, single tyre that would cushion road shocks like a balloon and yet stand a 6,000 pound continuous load.

The Twin Coach, which made its bow to the public year ago last July, was the first to require a single tyre of such capacity. The engineers went to work and Goodyear was the first to deliver a tyre that filled the bill—a 12-ply, medium pressure 40 x 10.50. The

"In opening the new plant it was necessary to send over a trained American staff to start operations. The engineers went to work and Goodyear was the first to deliver a tyre that filled the bill—a 12-ply, medium pressure 40 x 10.50. The

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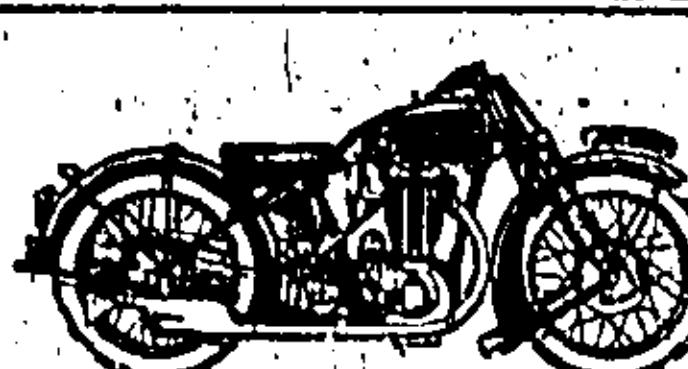


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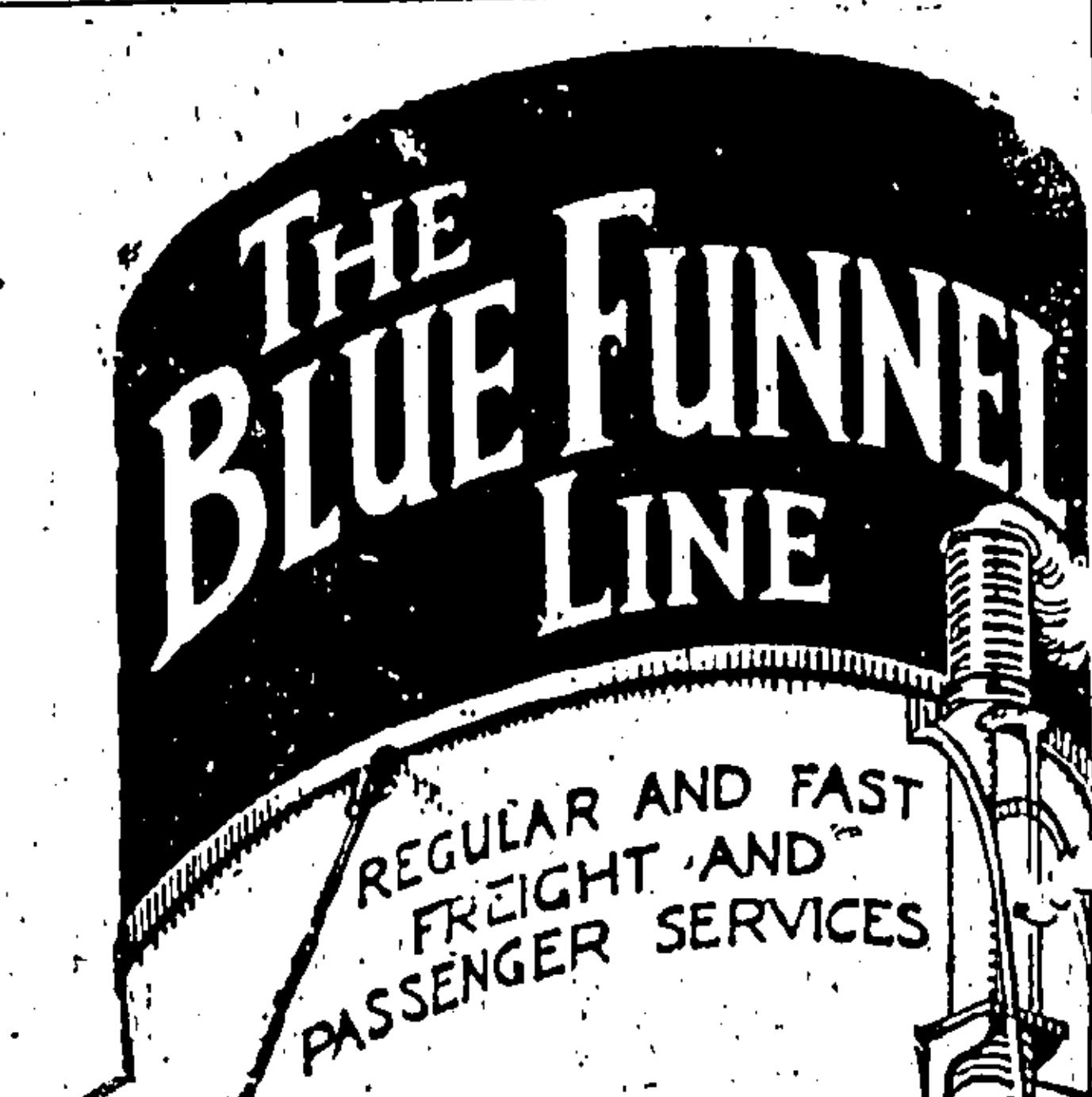
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HONG KONG, THURSDAY, DECEMBER 20, 1928.



ROYAL ENFIELD
NEW HUDSON
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Sole Agents:—
A. LUNG & CO.
19, Queen's Road C. Telephone C. 1215.



LONDON SERVICE.

"HECTOR" 24th Dec. Marseilles, London, Rotterdam & Glasgow
"PERSEUS" 8th Jan. Marseilles, London, Rotterdam & Hamburg
"AEneas" 22nd Jan. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"GLAUCUS" 20th Dec. Genoa, Havre, Liverpool & Glasgow
"TYDEUS" 20th Jan. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"LE KOPI & YOKOHAMA" 3rd Jan. Victoria, Vancouver & Seattle
"PROTEUS" 24th Jan. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"EUMAEUS" 11th Jan. New York, Boston & Baltimore
"AUTOLYCUS" 8th Feb. New York, Boston & Baltimore

INWARD SERVICE.

"ATREUS" 24th Dec. For Shanghai, Kobe & Yokohama
"THESEUS" 2nd Jan. For Shanghai, Kobe & Yokohama

PASSENGER SERVICE.

"HECTOR" 24th Dec. Singapore, Marseilles & London
"AEneas" 22nd Jan. Singapore, Marseilles & London

*Sails at 4 p.m.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to—

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia, if so superscribed.

INWARD MAIIS.

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|--|------------------------|
| From | THURSDAY, DECEMBER 20. |
| Shanghai and Amoy | Yingchow. |
| Australia and Manilla | Aki Maru |
| Shanghai | Naldera |
| U.S.A., Canada, Japan and Shanghai | President Jackson |
| Shanghai and Swatow | Sinkiang |
| SUNDAY, DECEMBER 23. | |
| Europe via Suez (Letters and papers, London, 22nd Nov. and parcels, 15th Nov.) | Kalyan |
| Straits | Hakone Maru |
| MONDAY, DECEMBER 24. | |
| Straits | Sulsang |
| Manila | President Pierce |

OUTWARD MAIIS.

| | |
|---|-----------------------------|
| For | THURSDAY, DECEMBER 20. |
| Manila | Empress of Asia 4.30 p.m. |
| Saigon | Clara Jebsen 3.30 p.m. |
| Sam Shui and Wuchow | Anjou 4 p.m. |
| Formosa | Batavia Maru 5 p.m. |
| FRIDAY, DECEMBER 21. | |
| Holhaw and Haiphong | New Mathilde 8.30 a.m. |
| Fort Bayard | Sun Kong 12.30 p.m. |
| Straits | Seifan 12.30 p.m. |
| Swatow, Amoy and Foochow | Haiyang 1 p.m. |
| Amoy | Kliklang 1.30 p.m. |
| Shanghai | Chinkiang 1.30 p.m. |
| Haiphong | Tonkin 1.30 p.m. |
| Parcels for Germany via Hamburg | Sachsen 2.30 p.m. |
| Japan | Aki Maru 4.30 p.m. |
| Straits, Ceylon, India, Mauritius, East & South Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, Jan. 18, 1929. | |
| K.P.O. Parcels (Dec. 21) 4.30 p.m. Registration (Dec. 22) 9 a.m. Letters (Dec. 22) 10 a.m. G.P.O. Parcels (Dec. 21) 5 p.m. Registration (Dec. 22) 9.45 a.m. Letters (Dec. 22) 10.30 a.m. | |
| SATURDAY, DECEMBER 22. | |
| Amoy | Naldera 10 a.m. |
| Shanghai | Kukhang 10 a.m. |
| Manila | President Jackson 4.30 p.m. |
| Shanghai, Dalmatia and Europe via Siberia | Yingchow 6 p.m. |
| SUNDAY, DECEMBER 23. | |
| Wei Hui Wei | Kaying 9 a.m. |
| Swatow, Amoy and Formosa | Canton Maru 9 a.m. |
| Holhaw | Kwangtung 9 a.m. |
| Shanghai, Japan and Europe via Siberia | Kalyan 9 a.m. |
| MONDAY, DECEMBER 24. | |
| Shanghai and Japan | Hakone Maru 10.30 a.m. |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 23rd Jan., 1929. K.P.O. Registration 1 p.m. Letters 1 p.m. G.P.O. Registration 1.45 p.m. Letters 2.30 p.m. | Hector |

*Correspondence bearing vessel's name only.

HIS MAJESTY STILL PROGRESSING

"HARD WON"

"ANXIETY MUST CONTINUE FOR SOME TIME"

MORE OPTIMISTIC TONE

London, Yesterday. A British wireless message states:

In official circles at Buckingham Palace this morning's bulletin was regarded as favourable and satisfactory but it was emphasised that progress made, though definite, had been slight. The advance made each day has been hard won in the right direction but anxiety must continue for some time yet.

Portugal's Courtesy

It is understood that the Portuguese Government has sent a wireless message to the liner "Balmoral Castle" on which the Duke of Gloucester is returning from Africa offering to place a special train at the disposal of His Royal Highness, so that he may travel overland from Lisbon and thus save nearly two days.

"Slow Progress"

A bulletin issued this evening states that the King has passed a quiet day. Both general and local conditions are continuing to make slow progress.

Signed: Hewett, Rigby and Dawson of Penn.

Medical Press Comment

Reuter states:

An authoritative statement in the "British Medical Journal" and the "Lancet" concludes: "The dangerous phase of the King's illness has been surmounted and there are increasingly solid ground for hoping for recovery as the result of this long and anxious struggle."

Hopeful Signs

The watchers at the palace gates were cheered this afternoon by seeing the Queen and Princess Mary drive out for the first time for several days. Public anxiety was further diminished when it was learned that the Queen and Princess Mary and her two small sons spent an hour at the Zoo and that the Prince of Wales watched the amateur squash racket champion ship at Bath Club when W. Macpherson wrested the title from the holder, Captain Cazelle.

Prince George's Birthday

Prince George, who will celebrate his 26th birthday at sea tomorrow, will arrive at Southampton on Dec. 21 and stay at Buckingham Palace.

S.S. CELTIC

WEATHER INTERFERES WITH SALVAGE

EXTENSIVE DAMAGE

London, Yesterday. The cargo from the ss. "Celtic" is arriving in Liverpool. The work of salvaging has been very difficult on account of the rough weather, which not merely makes the salvage of the ship itself impracticable owing to extensive bottom damage but gives few opportunities of getting out the cargo. Much of the latter consists of wheat and fruit, which is likely to be worthless before it can be reached. It must be removed before valuable metal at the bottom can be touched. Most of the cargo is insured.—Reuter.

RHINELAND

STATEMENT BY SIR A. CHAMBERLAIN

London, Yesterday. In the House of Commons, Sir A. Chamberlain, questioned about his conversations at Lugano as regards the Rhineland, said these had afforded an opportunity for the removal of some misconception and a very friendly interchange of views. No new decision had been taken or sought as reparations were being handled through the ordinary channels. He hoped the Committee of Experts would be appointed in time to get the work early in the New Year. The circumstances were favourable for a solution, if further polemics were avoided. While the experts were deliberating he would decline to answer supplementary questions about evacuation.—Reuter.

THE DISTRESS IN THE REPORT ON "VESTRIS" MINING AREAS DISASTER

M.P.'S ACTION

SUPPLEMENTARY ESTIMATE IS PASSED

APPEAL BY THE CHURCH

London, Yesterday. The House of Commons, without discussion, agreed to a supplementary estimate of £295,000 including £165,000 as a grant-in-aid for the Lord Mayor's Fund for the assistance of the distressed mining areas in England and Wales and of £20,695 as relief distress in Scotland.

Following the appeal by the Prince of Wales, an appeal for the coalfield's distress funds, signed by the Archbishop of Canterbury, the President of the Evangelical Free Churches has been issued. It emphasises that a 250,000 miners are idle and expresses confidence that the "response to distress so unexampled a duration and extent will prove that the fire of Christian charity is still burning in English hearts."—Reuter.

IN AFGHANISTAN

SIR A. CHAMBERLAIN MAKES STATEMENT

OFFICIAL REPORT

London, Yesterday. Sir Austen Chamberlain (Secretary of State for Foreign Affairs) made a statement in the House of Commons to-day regarding Afghanistan.

He said that fighting appeared to have broken out again at Jalalabad, but he had no precise information. As regards Kabul a report had been received that tribesmen, led by the notorious brigand, Bacha Saqao, attacked on the west of the city on December 14 and 15 and captured two forts. He had no exact information regarding developments since that day, as the British Legation, which lies outside the city, had been unable to use the wireless station, which is near the palace in the centre of the city.

From reports of an aeroplane, which flew from Peshawar yesterday in order to establish communications with the British Legation and other indications, it appeared the aerodrome in the neighbourhood of the palace was still in possession of the loyal forces.

Ensuring Safety

Plans were worked out some time ago by the Government of India for the withdrawal of women and children by aeroplane in case of need. The aeroplane already mentioned, which was despatched on the cessation of messages from the British Minister received a message by signal to the effect that all in the Legation were well.

Leaders of tribesmen assured the British Minister on December 14 that they had no hostile intentions towards the Legation but the Government of India would, of course, take all possible steps to ensure the safety of British nationals.

Aeroplane's Adventure. Reports have been published that an aeroplane had been shot down. It was, however, stated at the Air Ministry to-night that Pilot Flying Officer Trusk, who was accompanied by Leading Air-Draughtsman Donaldson, landed safely at Kabul yesterday.—British Wireless Service.

Statement by Afghan Legation. The Afghan Legation in London says the main trouble is in the Eastern district of Jalalabad, where the tribes have risen on account of the new taxes and the passport identity regulations and in no way connected with the happenings in the capital which is now quiet.

The King some days ago motored to Jalalabad and returned immediately to the palace at Kabul. He had never taken refuge anywhere, and certainly not in a fort which does not exist in Kabul. The Legation throughout has been in communication with Kabul by messages wireless from Peshawar whence they were telegraphed to London.—Reuter.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day, was 2/0 3/16.

CONDAMNATION

"INCOMPETENCE OF CAPTAIN CAREY & THE CREW"

SWEEPING REFORMS

New York, Yesterday. United States Commissioner O'Neill has reported to Congress on Attorney Tuttle's investigation on the sinking of the ss. "Vestris."

Mr. O'Neill, who recommends sweeping reforms in the Maritime Regulations, attributes the heavy loss of life, firstly, to the lack of stability of the "Vestris" when she encountered storms; secondly, to "incompetence of Capt. Carey and the crew;" thirdly, to the antiquated type of lifebelts, barbed by United States law, which were in use on the vessel.

Mr. O'Neill finds that the "Vestris" was not subject to the regulations of the British Board of Trade, since she did not touch at her port of registry on her regular route; also that she was not subject to United States' regulations owing to the immunity granted to foreign vessels.

The owners of the "Vestris" are allowing the sister ship ss. "Vauban" to be tilted on one side when she next arrives to New York as to enable officers of the United States' inspection service to study her behaviour in an attempt to solve the mystery of the "Vestris" disaster.—Reuter's American Service.

STRONG REBUKE

WOMAN'S CRUEL TREATMENT OF A DOG

INDIGNANT MAGISTRATE

"You are considerably worse than a liar, you are a beast." This strong rebuke was addressed by Mr. E. W. Hamilton, at the Kowloon Magistracy this morning, to a Hukka woman, who appeared on a summons of cruelty to her dog, which it was alleged she had thrown over the verandah in an endeavour to bluff a European police constable that she did not have a dog.

"At 3.15 p.m. on the 4th Inst., I went to defendant's house at No. 53 Un Chow-street," said Lance Sergeant G. E. Jessop, the prosecuting officer. "I knocked at the door and got no answer. After knocking several times, a woman came to the door and asked 'Who is there?'. I answered 'a policeman,' and I could hear her scuffle away.

Continuing, the officer said that getting impatient at receiving no further reply, he pushed the door which was bolted at the bottom, and could just see between the panels.

"I looked through the crack and saw defendant take hold of a dog and throw it over the verandah into the street 25 feet below. She then came to the door and opened it, and said that she had no dog."

Meanwhile the animal had crawled up the front stairs, and was limping at the left foreleg. Thinking that the animal would attack him, the police officer waved his arms at it and the dog ran away.

Defendant, said, in answer the charge, that the constable had made a noise at the door and had frightened the occupants of the flat, including the dog who had accidentally gone over the verandah.

His Worship: Why didn't you open the door at once?

Defendant replied that there were only two women occupants in the flat at the time, and both were frightened.

Rebuking the defendant as quoted above, His Worship imposed a fine of \$25 or one month. On the summons of having no licence, and allowing the dog in the street without a muzzle, fines totalling \$10 were imposed.

PARAGUAY

ORDERS DEMOBILISATION AND CESSATION

Buenos Aires, Yesterday.

A memorandum from Asuncion states that the Paraguayan Government have ordered the demobilisation and cessation of all official war preparations.—Reuter's American Service.

DESIRE AMONG THE PALMS AND ALONG PARISIAN BOULEVARDS!

A picture produced on a super-lavish scale taking one with never failing interest along the Boulevards of Paris, on the waters of Venice and then to the Sahara Desert where the thrilling climax is enacted!

FAZIL

With
CHARLES FARRELL
Greta Nissen

Adapted from Pierre Francine's famous stage play
"L'Ins